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Nakamura et al.

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(54) **TWIN-CLUTCH TYPE HYBRID TRANSMISSION**

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(52) **U.S. Cl.**

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477/86; 477/90; 477/92; 477/171

(58) **Field of Classification Search**

USPC 701/36, 51, 67, 68; 477/34, 70, 79, 83,
477/86, 90, 92, 166, 170, 171

See application file for complete search history.

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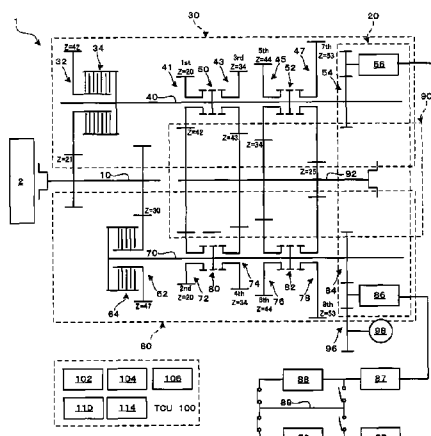
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(57) **ABSTRACT**

A twin-clutch type hybrid transmission is configured to include an input shaft 10, an odd-numbered stage shift mechanism 30, an even-numbered stage shift mechanism 60, a motor power mechanism 20, and an output mechanism 90. The shift mechanisms 30 and 60 include transmission gear trains 32 and 62, and main clutches 34 and 64, respectively, the main clutches 34 and 64 for selectively transmitting the power of the transmission gear train 32 and the power of the transmission gear train 62 to transmission shafts 40 and 70, respectively. The shift mechanisms 30 and 60 also include shift gear trains 41, 43, 45, 47, 72, 74, 76, and 78 provided to the transmission shafts 40 and 70 to transmit rotation to the output mechanism 90, respectively, and mechanical clutches 50, 52, 80, and 82 for selectively engaging the corresponding shift gear trains and the transmission shafts 40 and 70, respectively. As a result, a compact twin-clutch type hybrid transmission having high transmission efficiency can be obtained.

24 Claims, 28 Drawing Sheets



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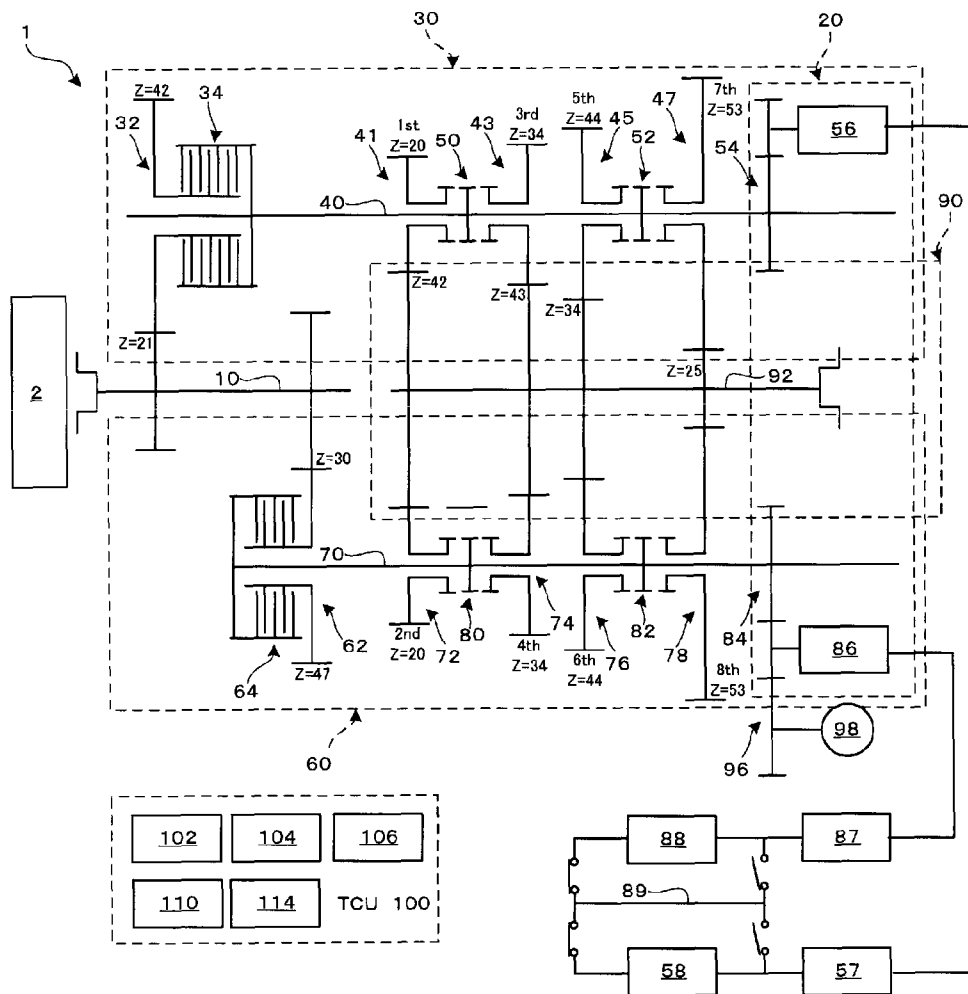


Fig. 1

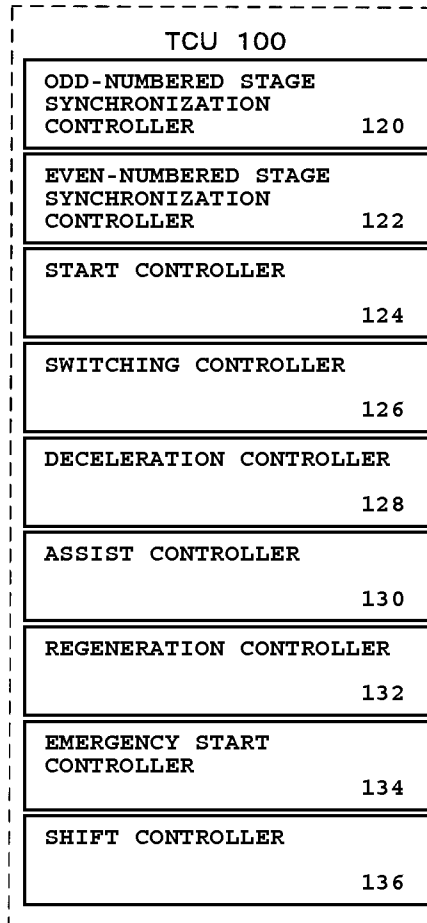


Fig. 2

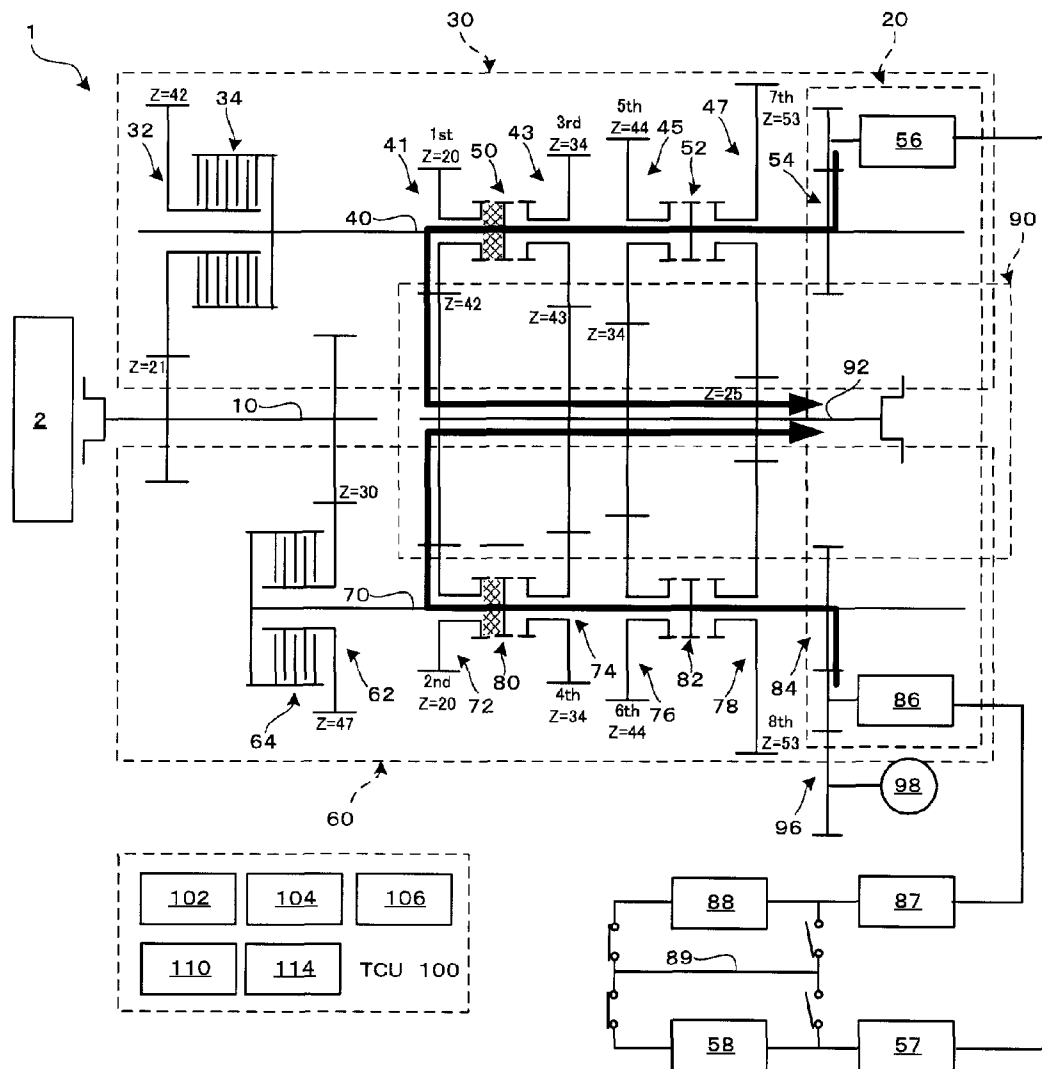


Fig. 3

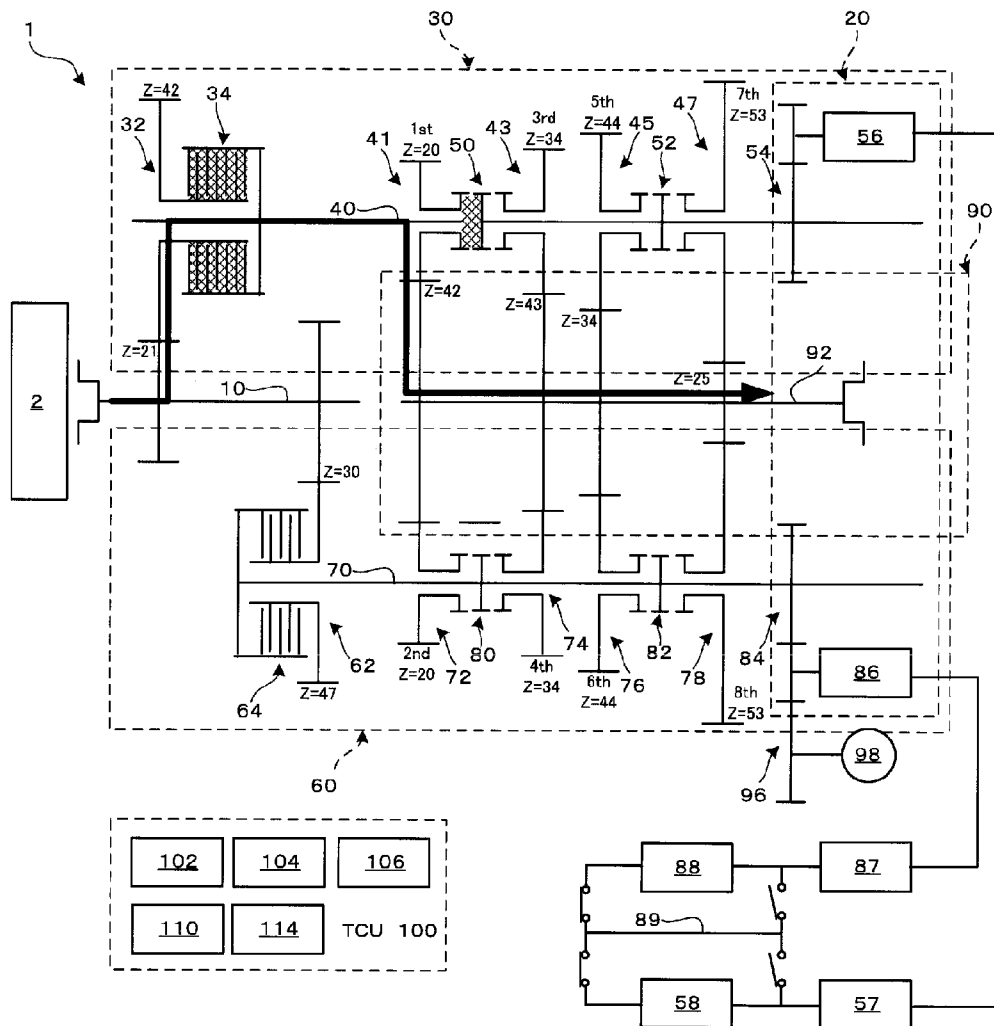


Fig. 4

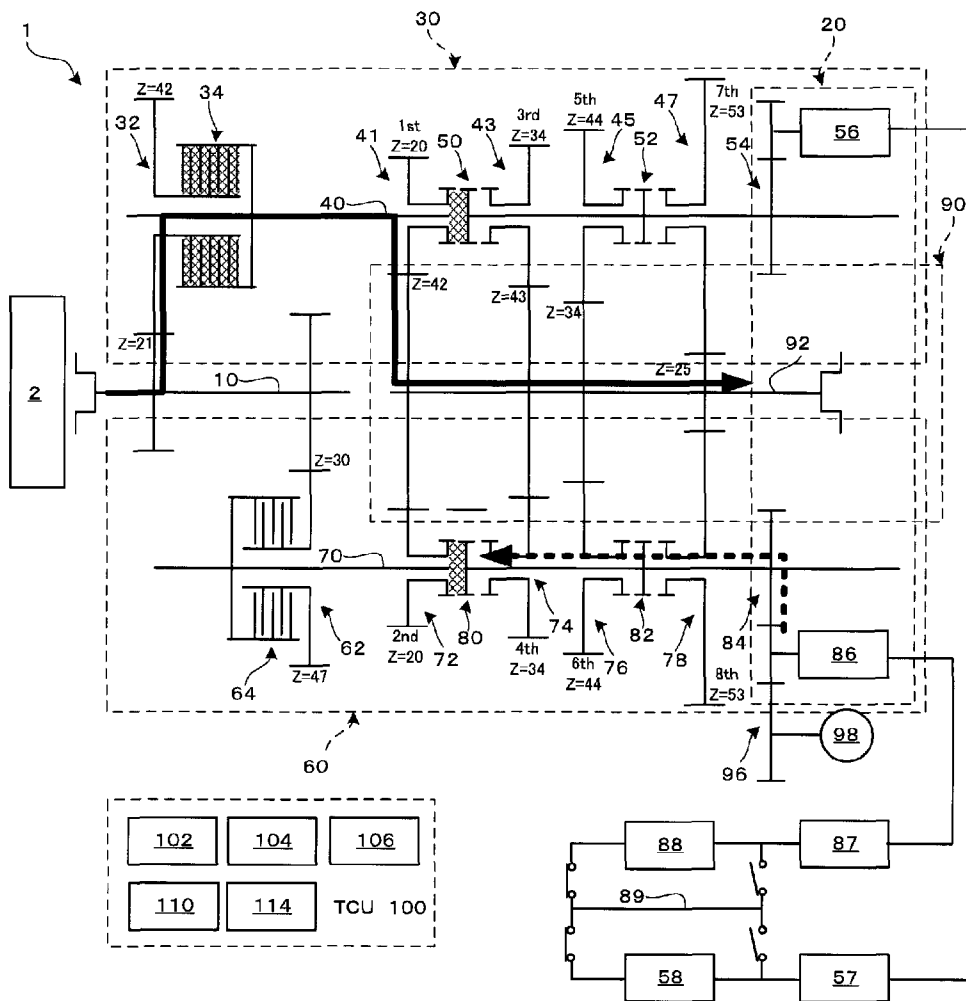


Fig. 5

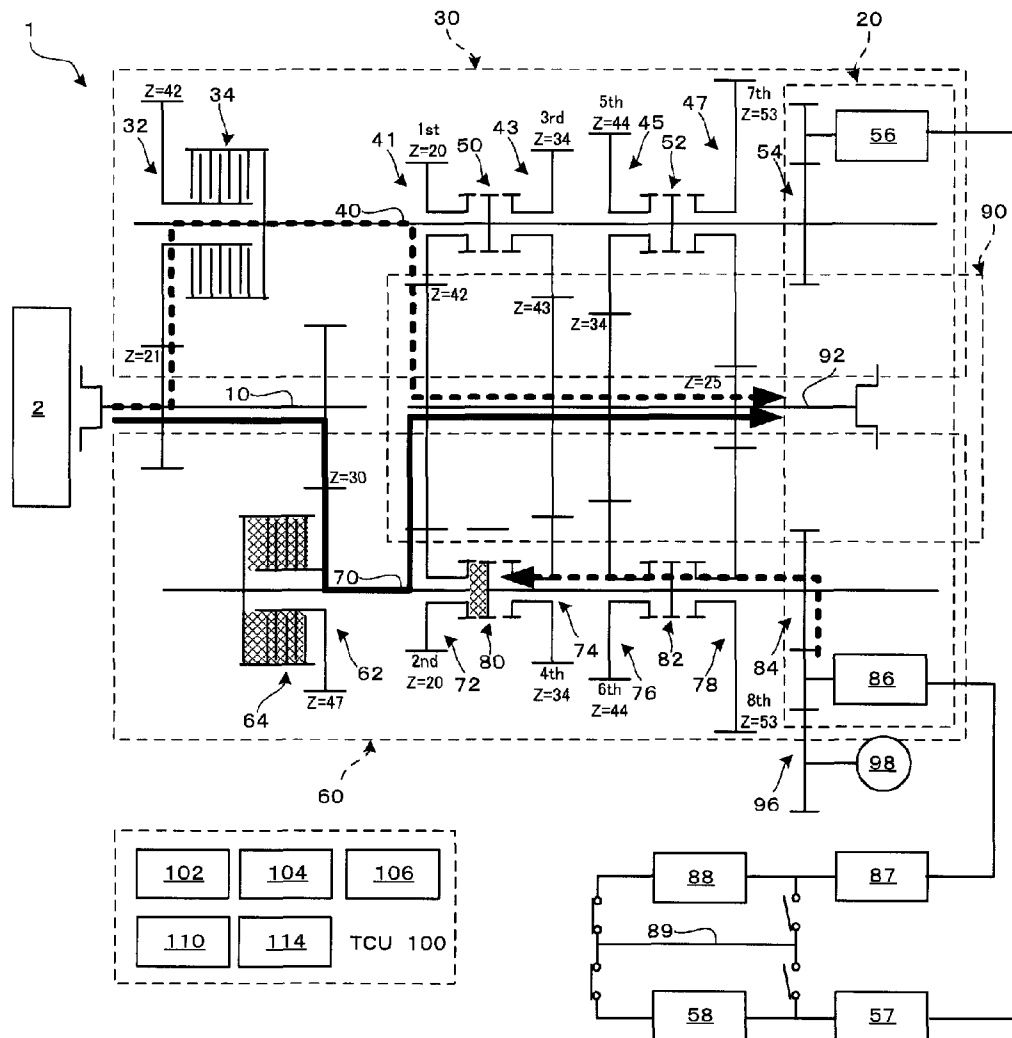


Fig. 6

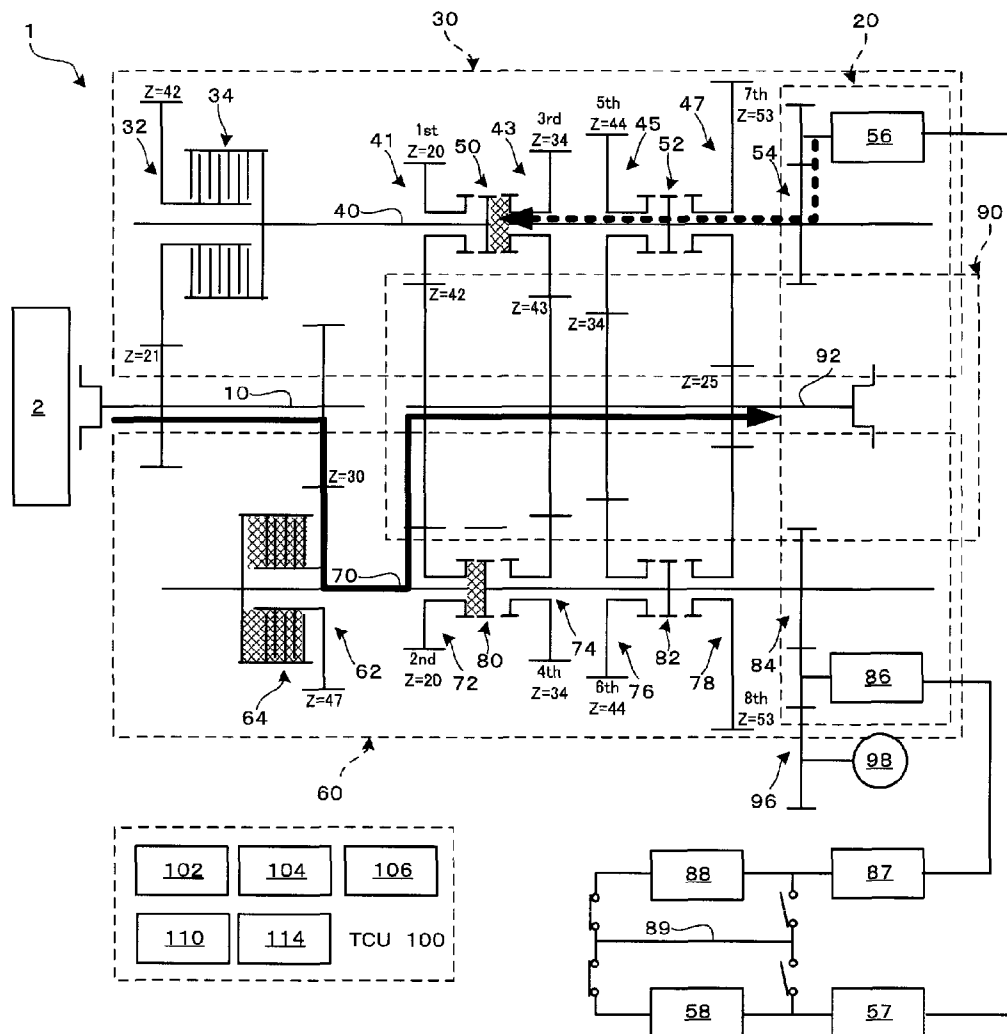


Fig. 7

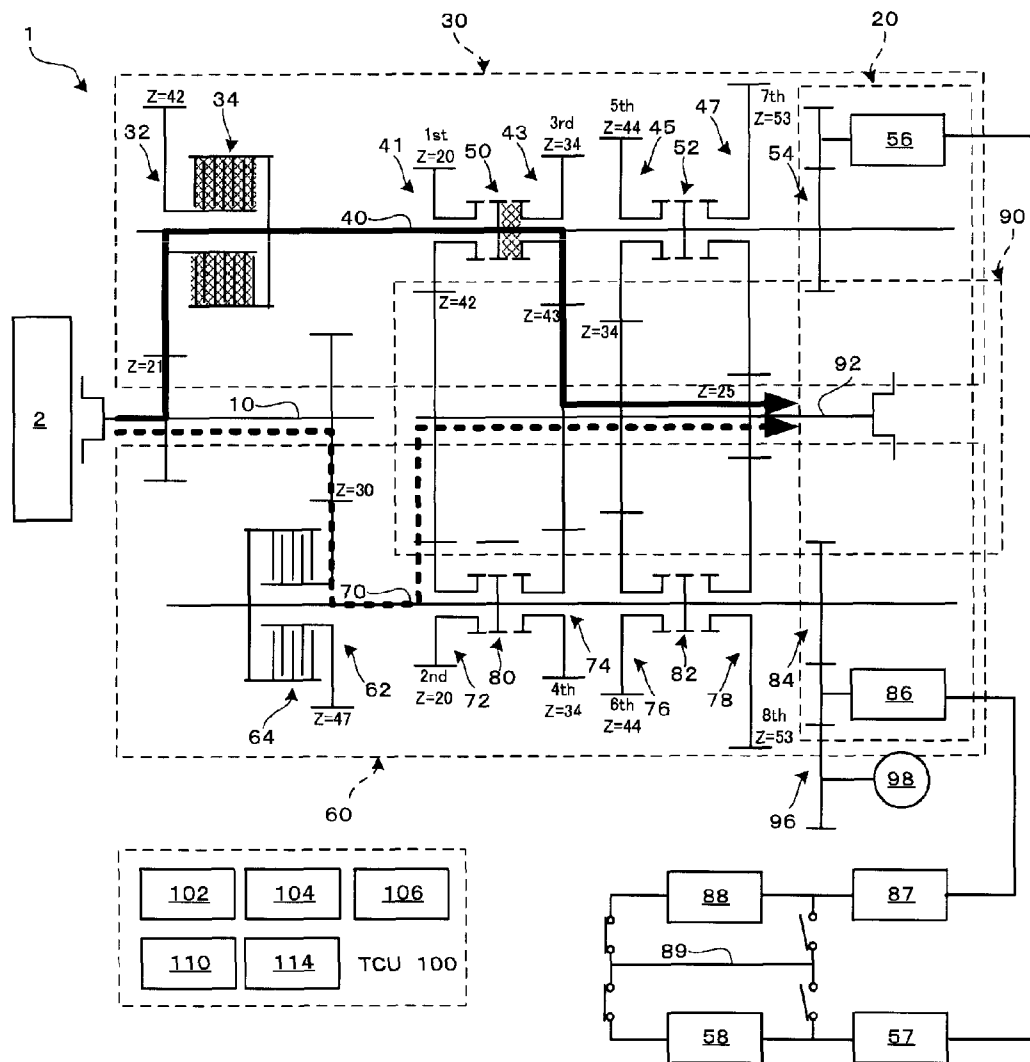


Fig. 8

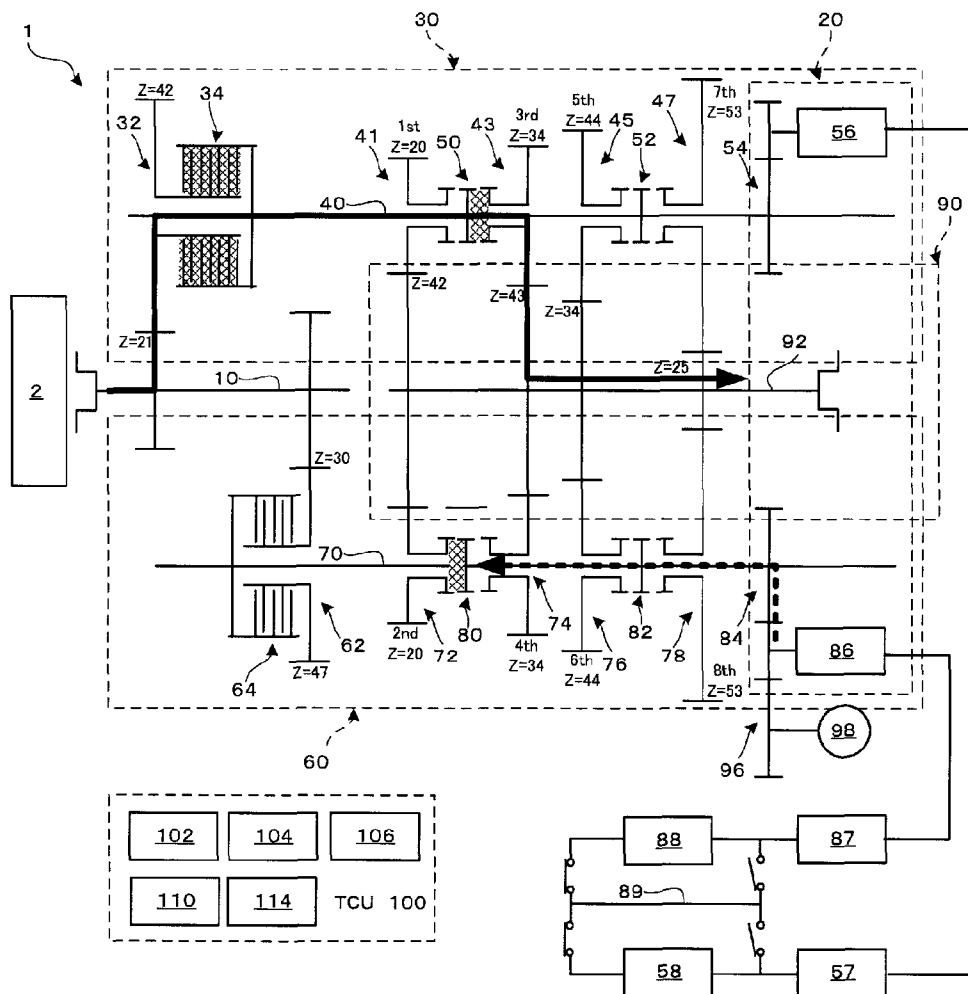


Fig. 9

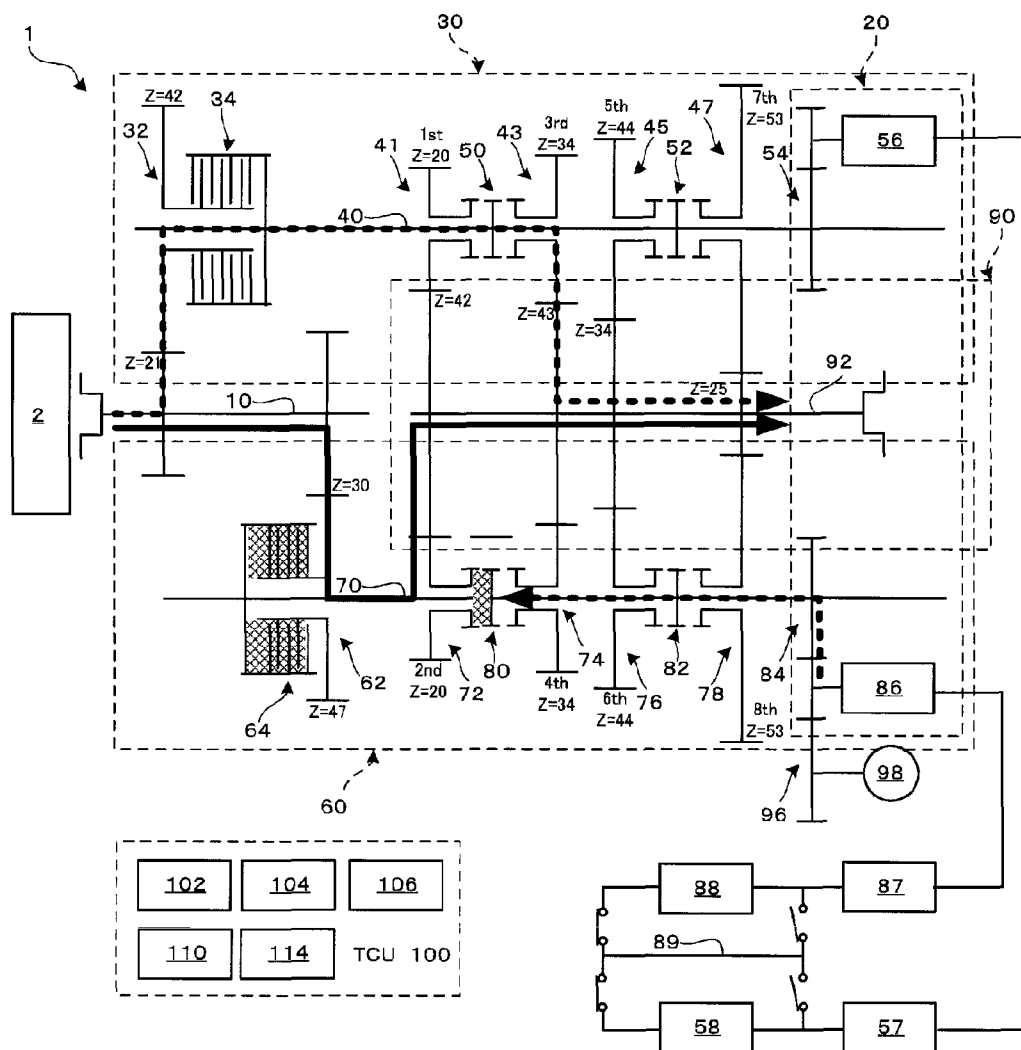


Fig. 10

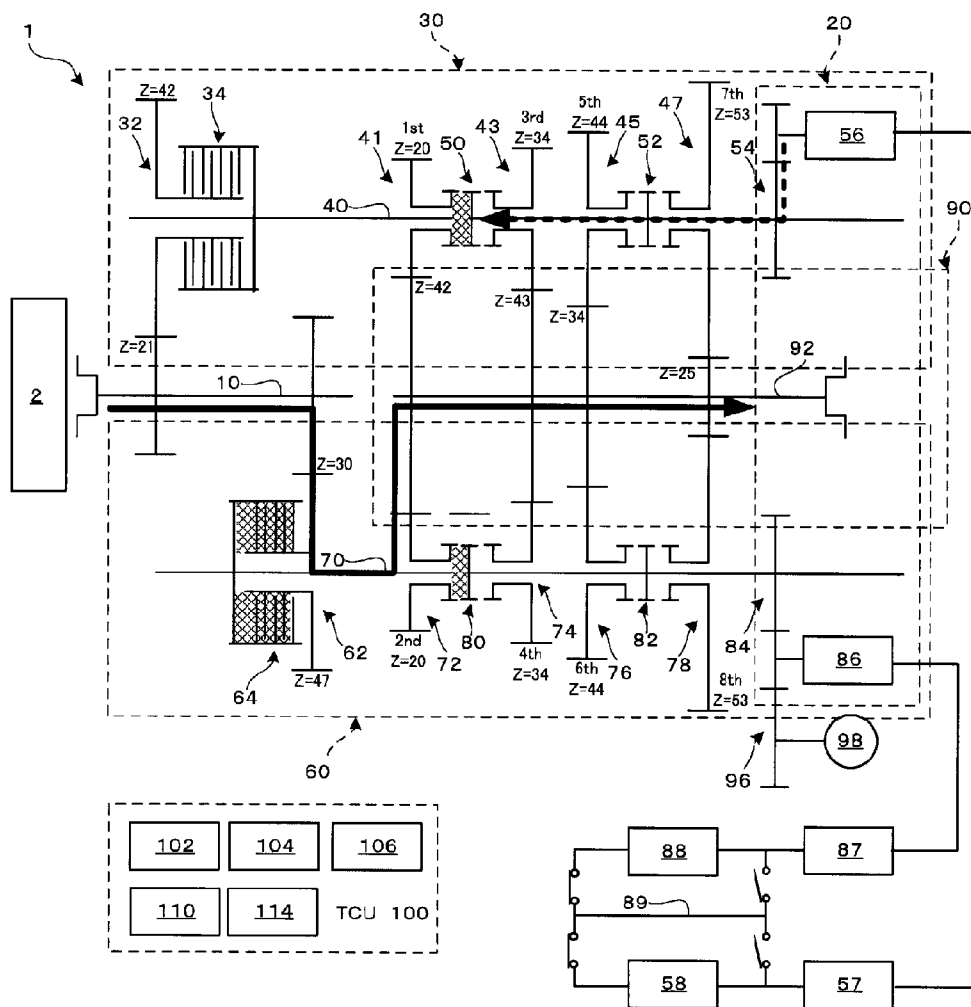


Fig. 11

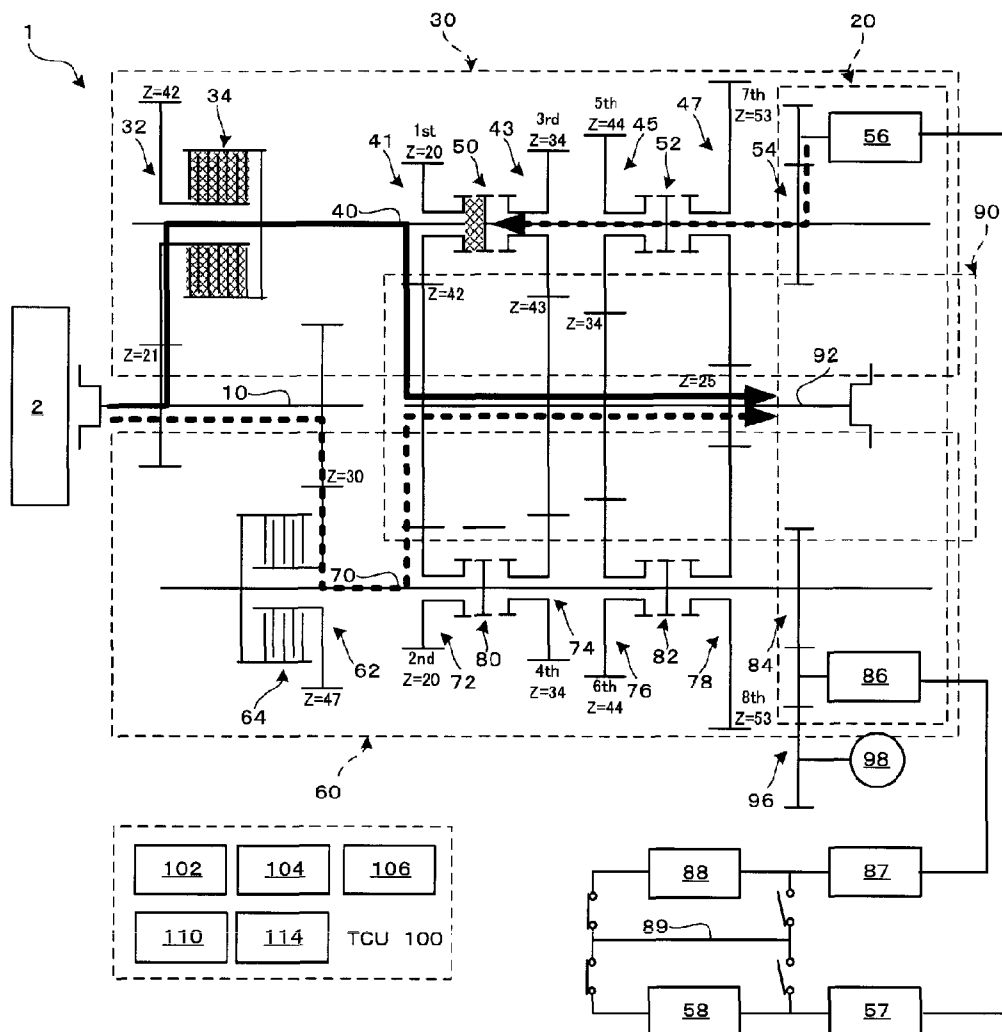


Fig. 12

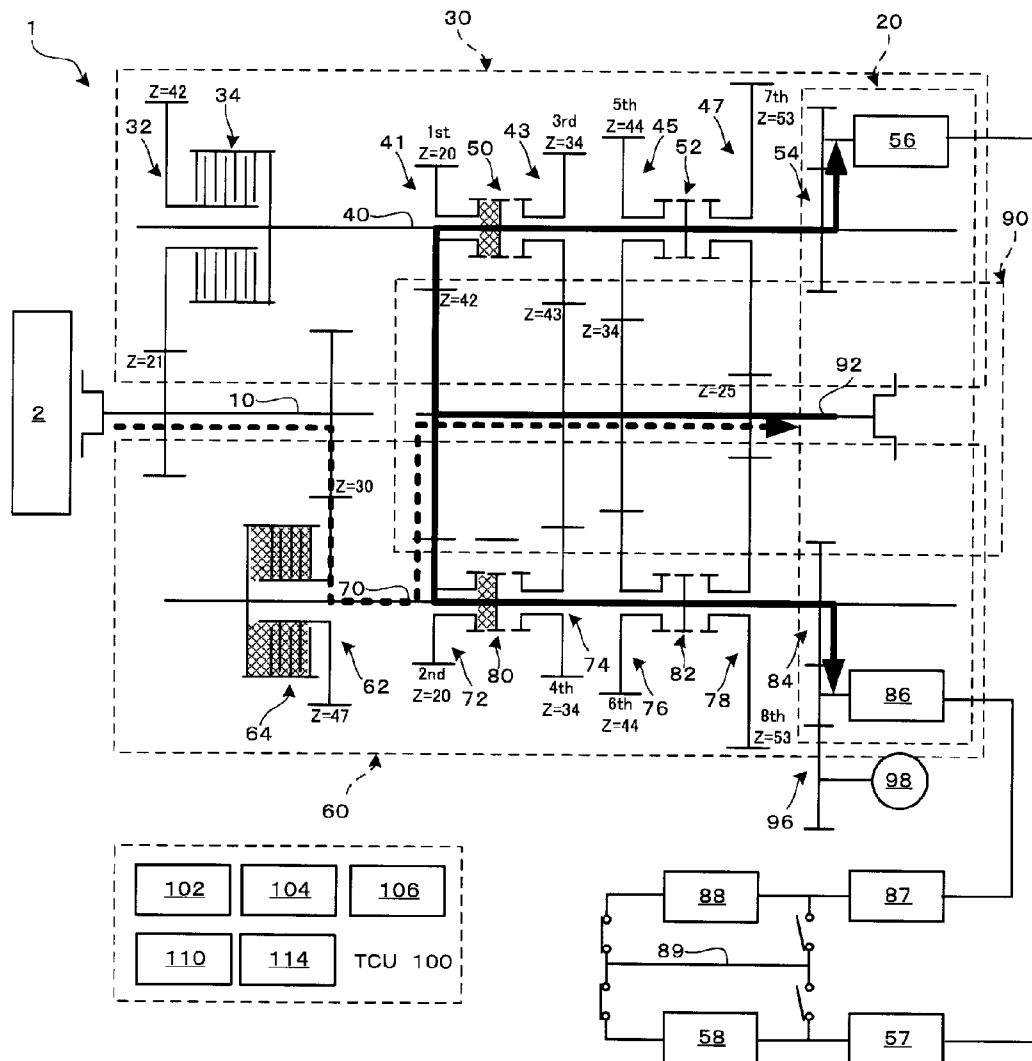


Fig. 13

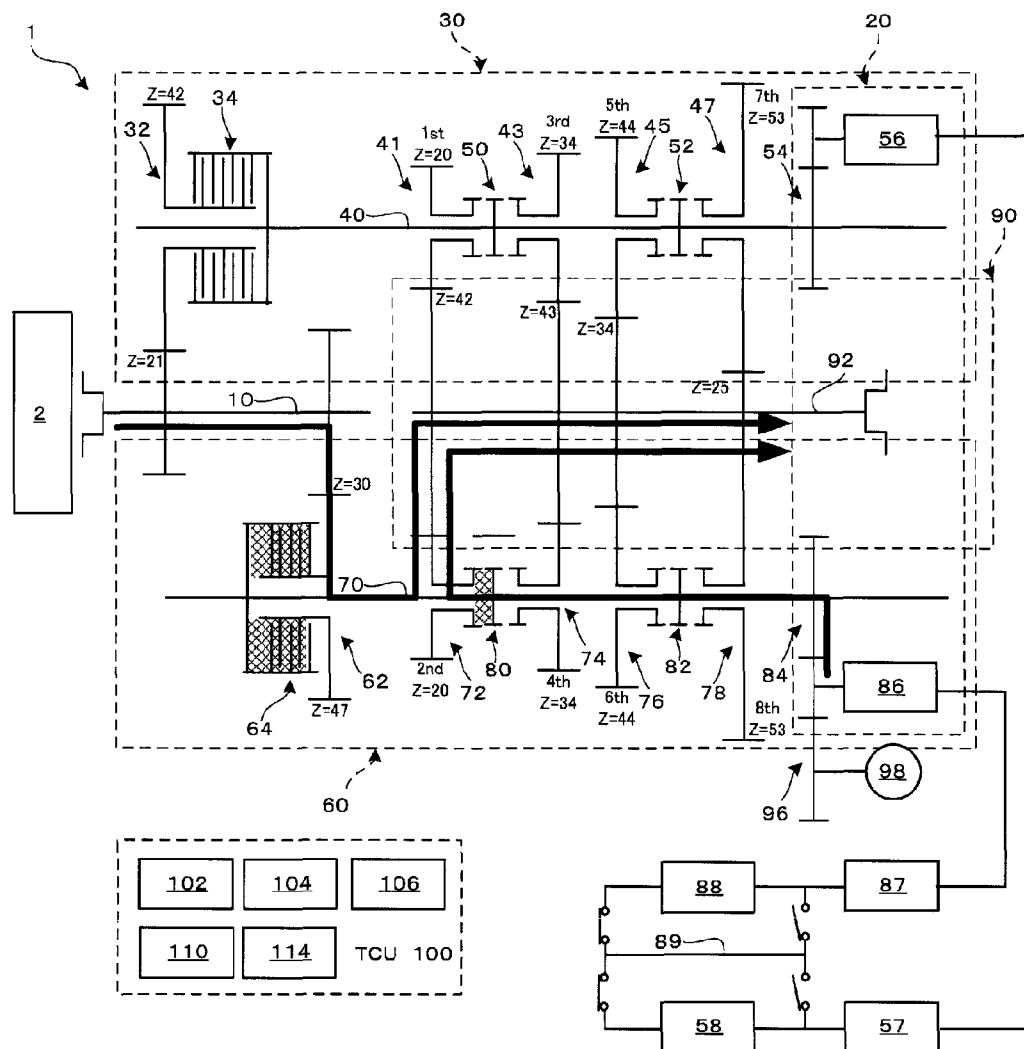


Fig. 14

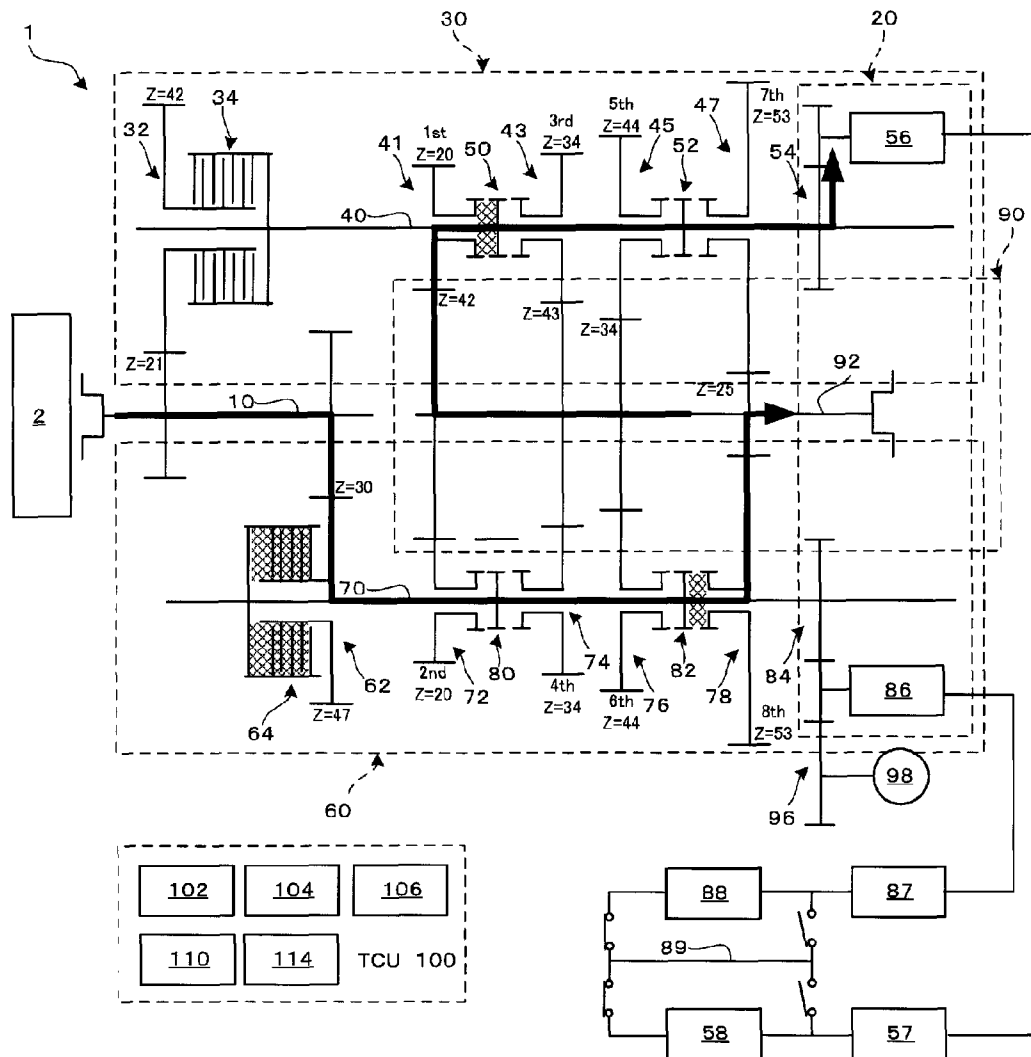


Fig. 15

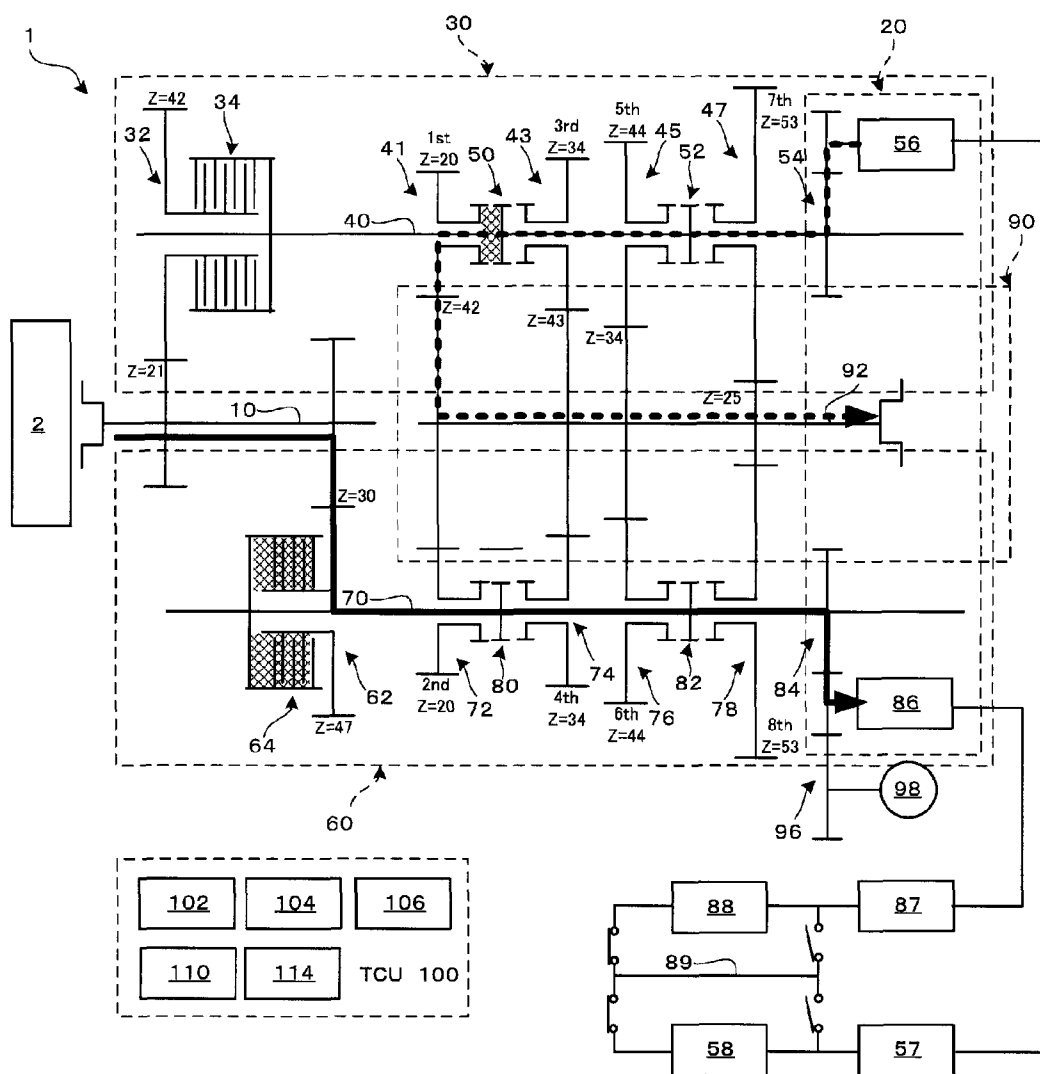


Fig. 16

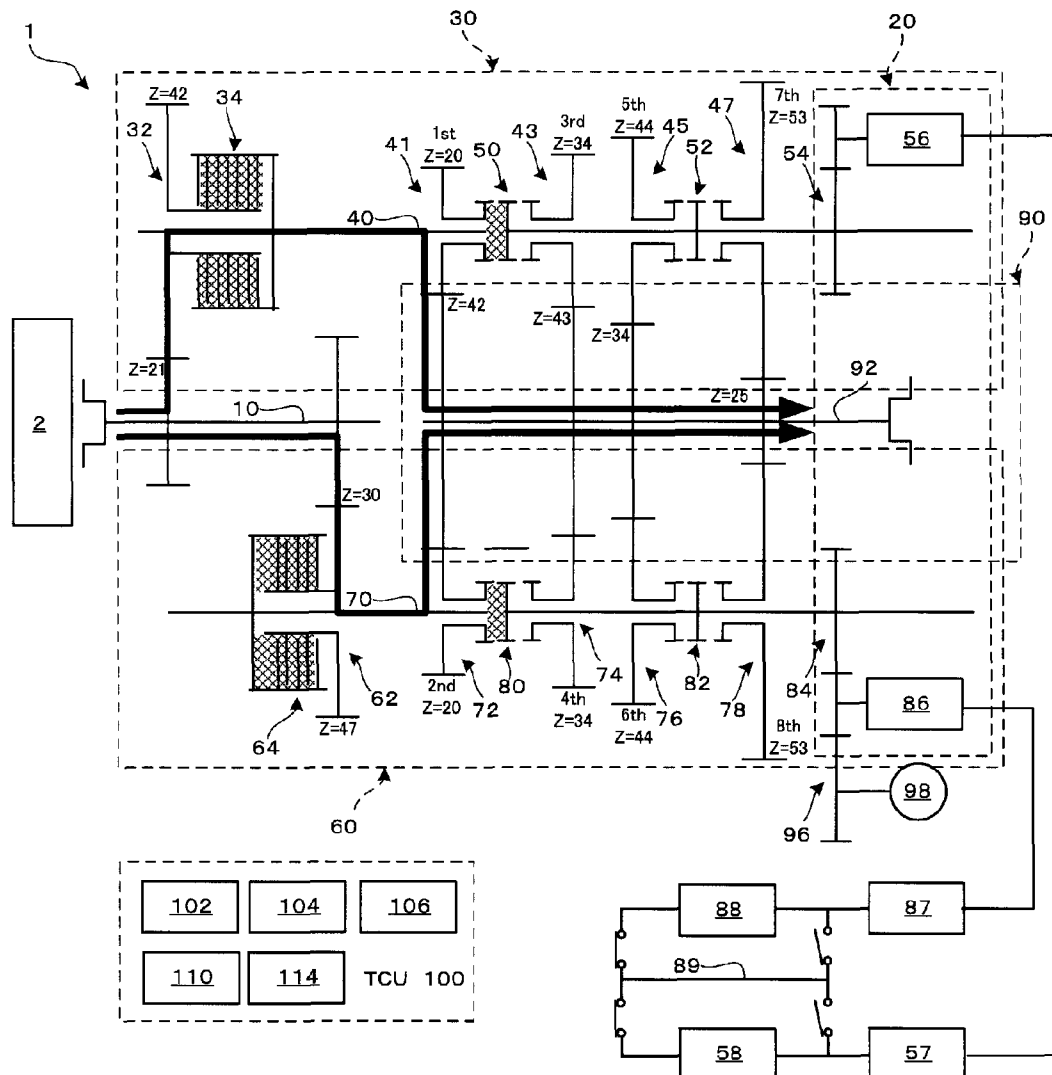


Fig. 17

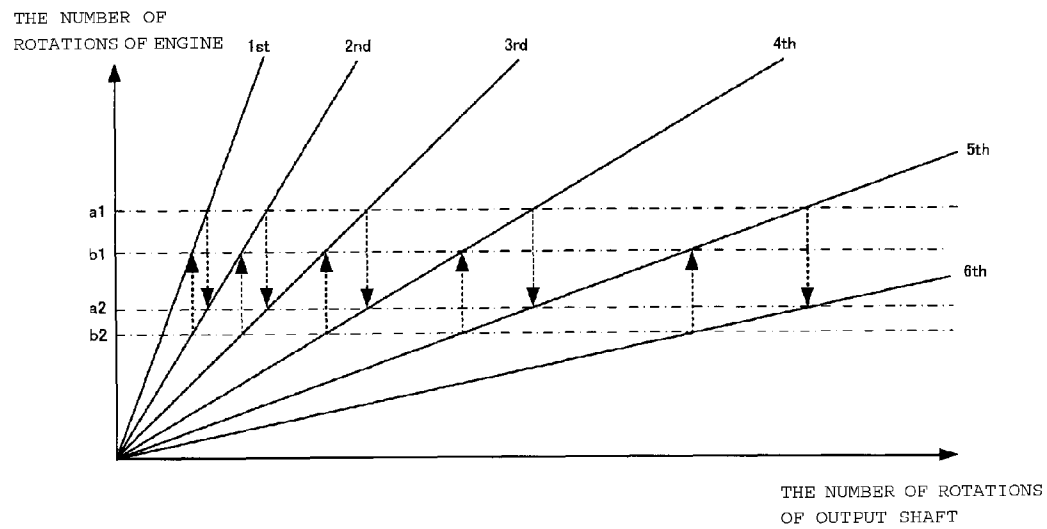


Fig. 18

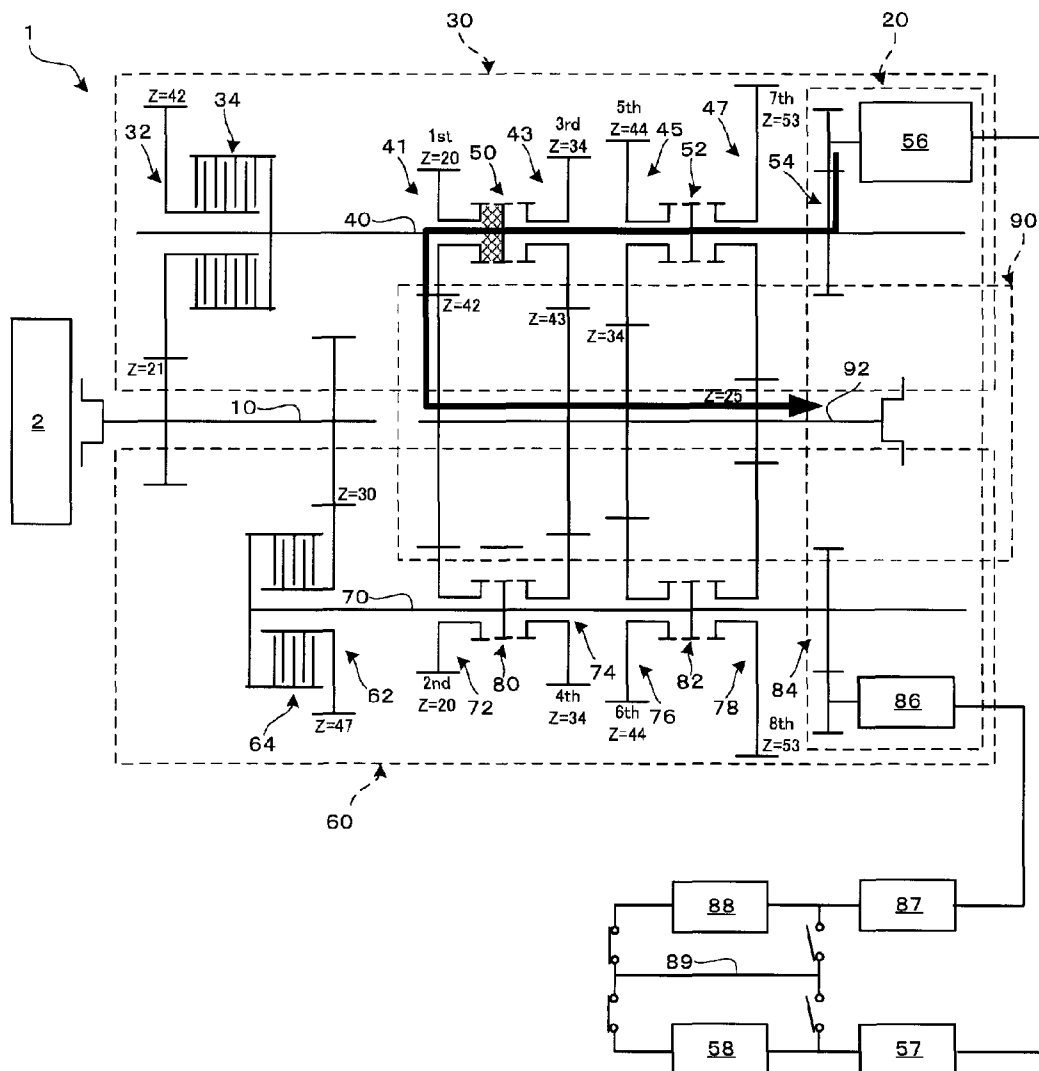


Fig. 19

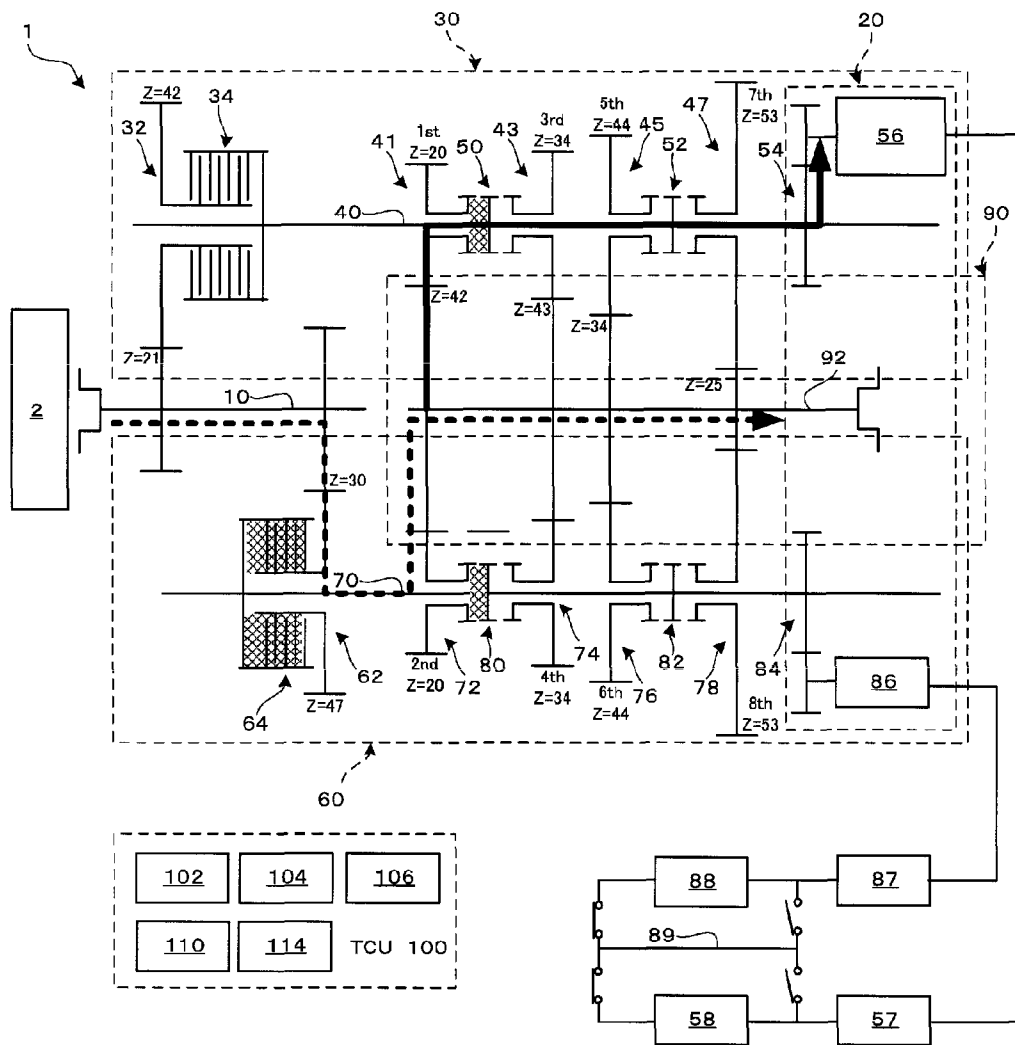


Fig. 20

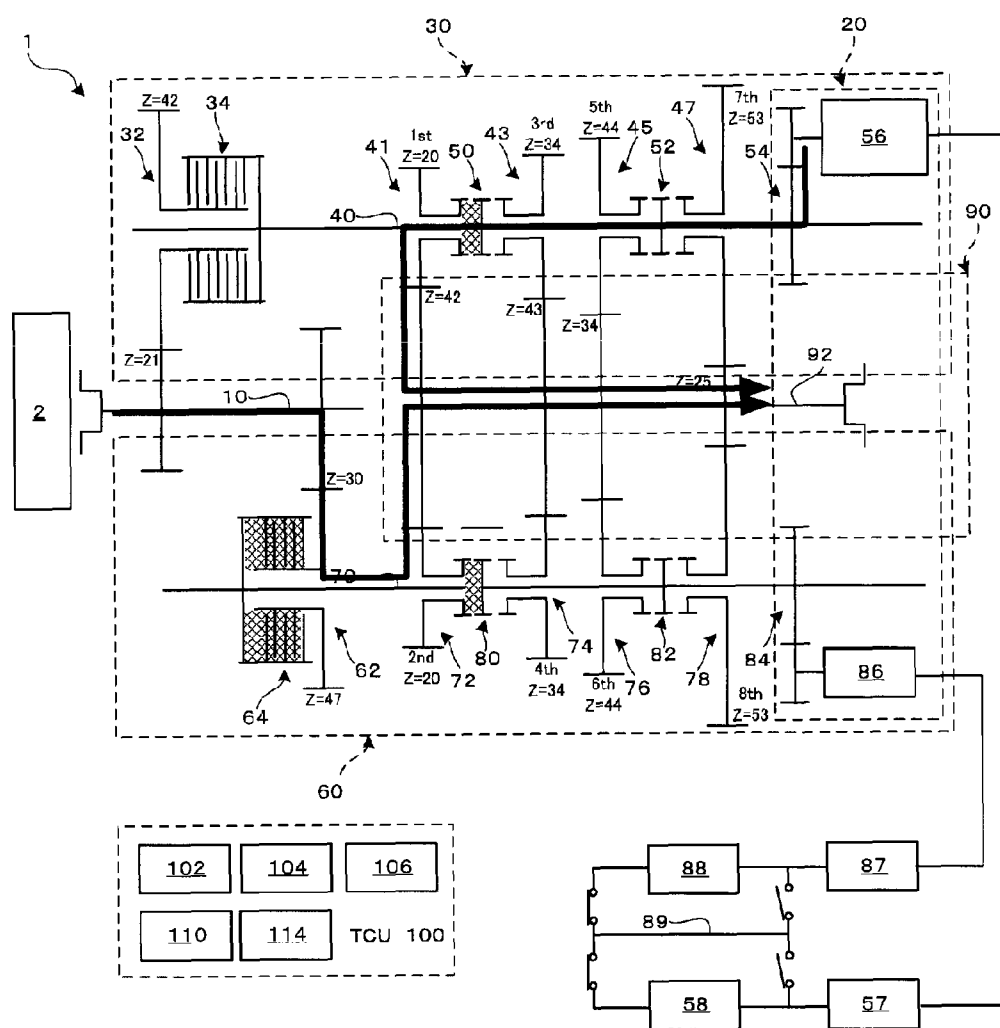


Fig. 21

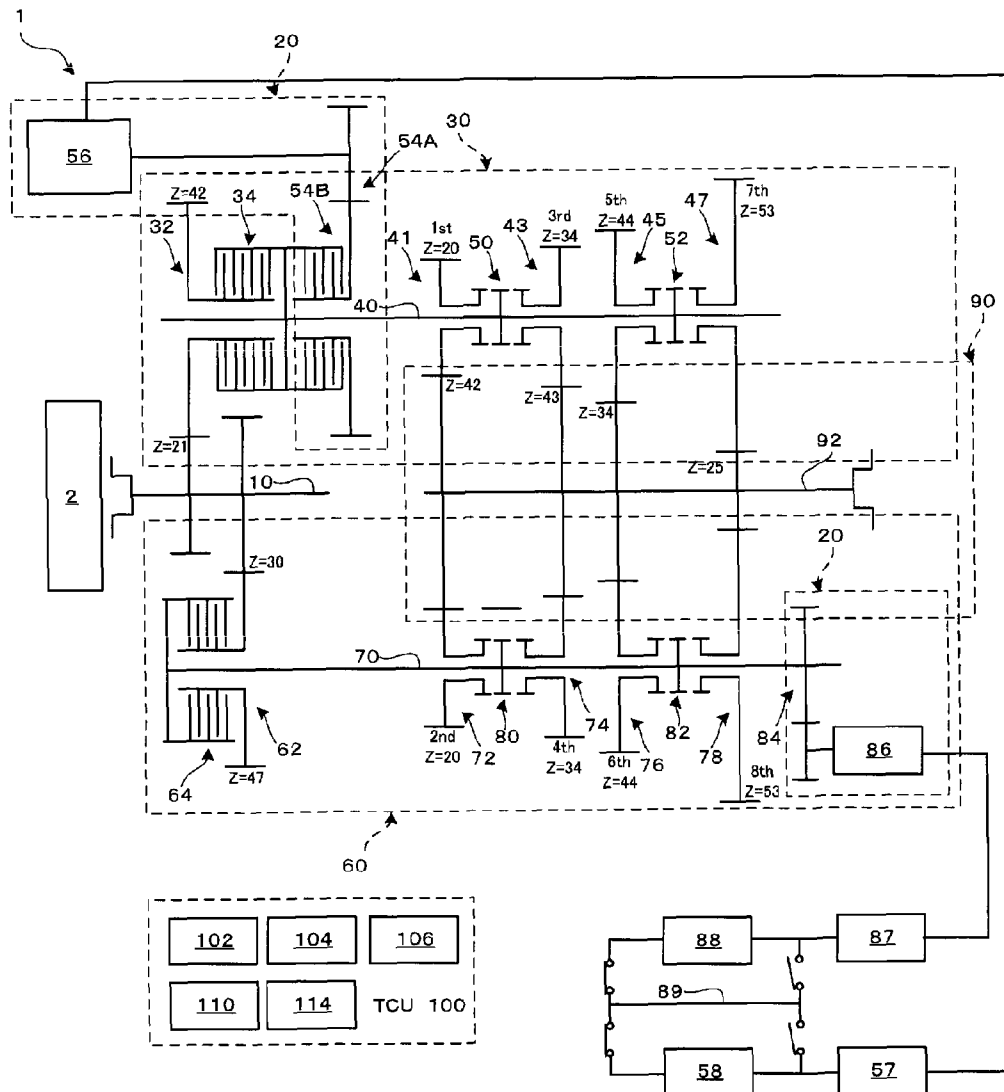


Fig. 22

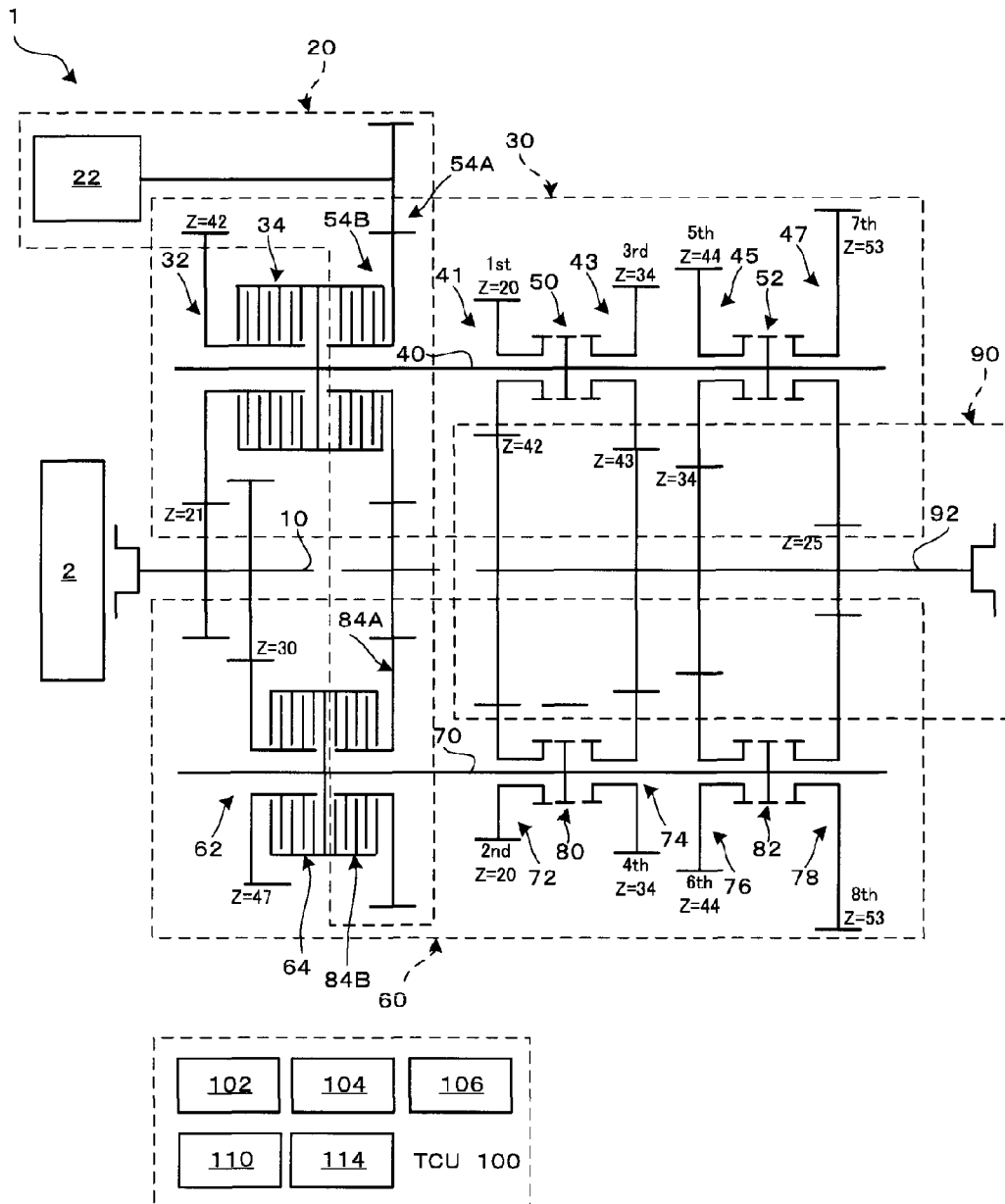


Fig. 23

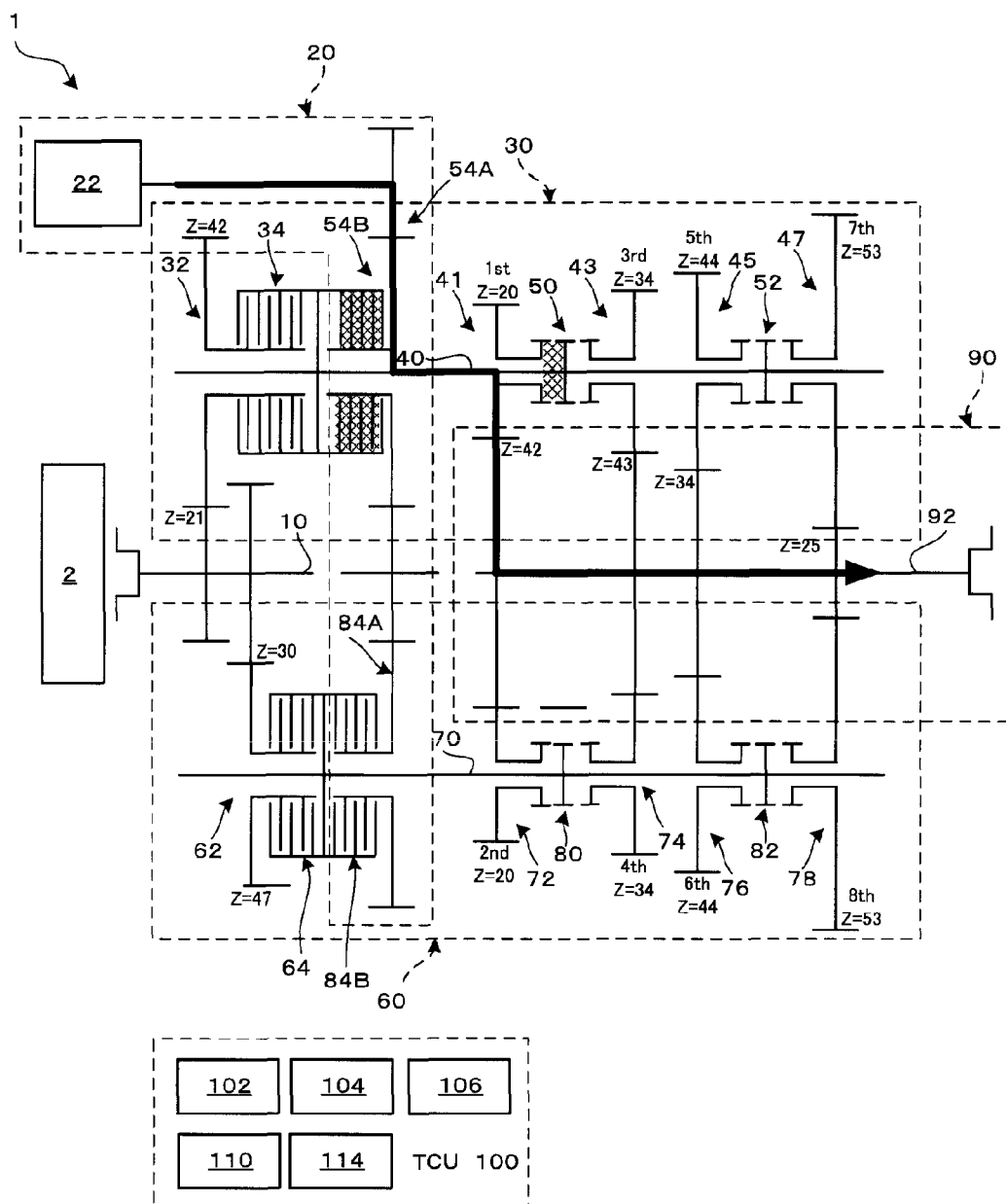


Fig. 24

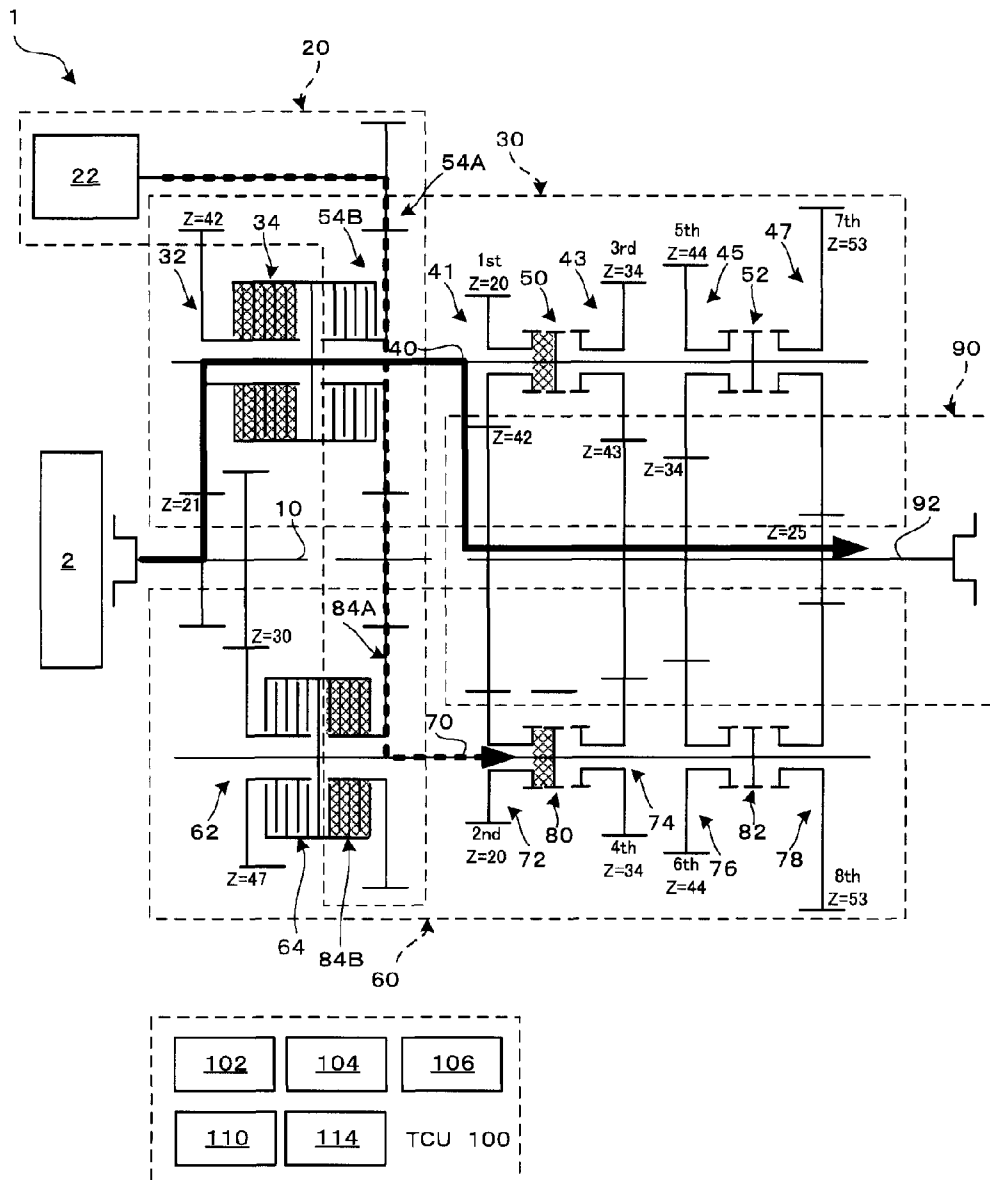


Fig. 25

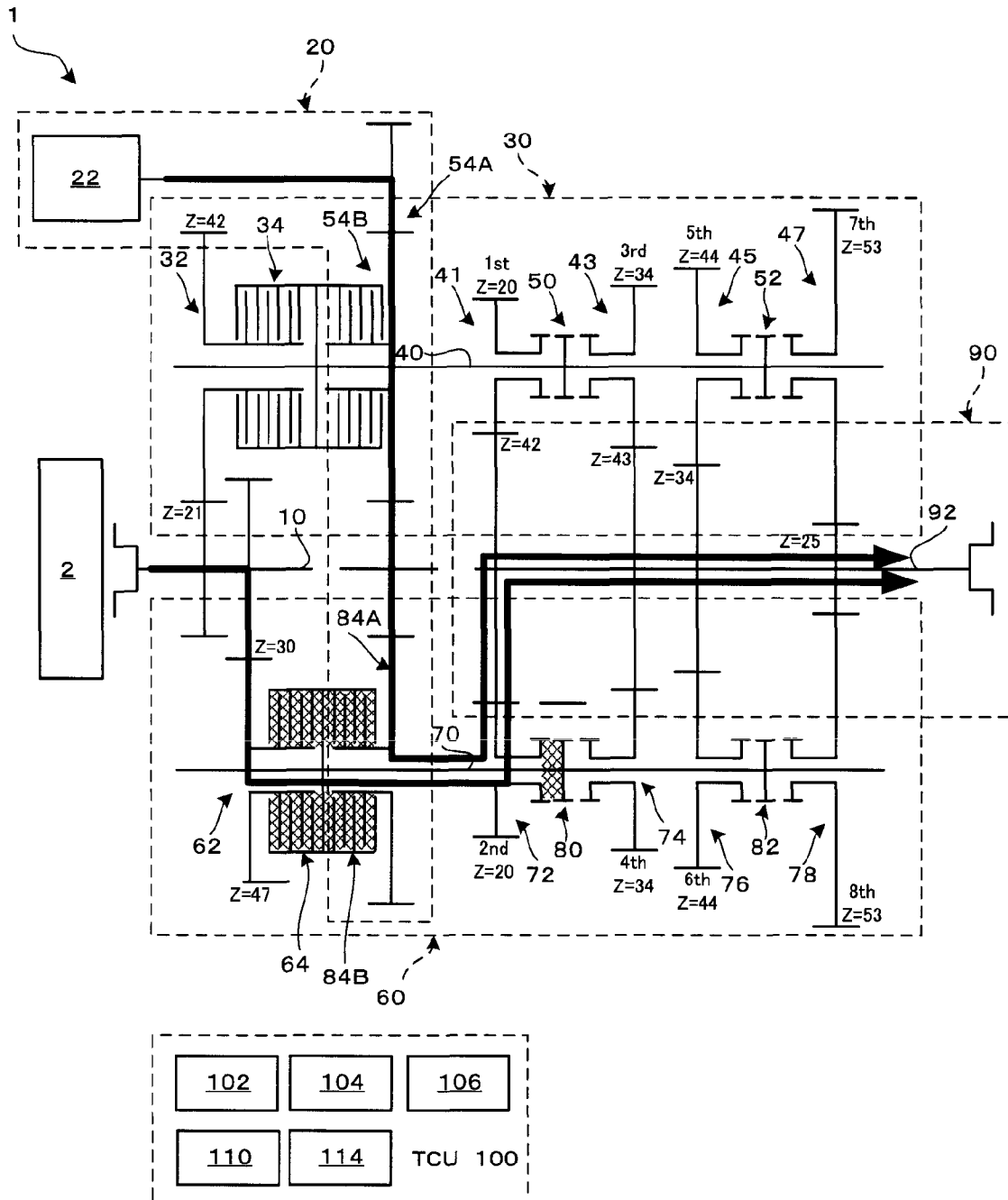


Fig. 26

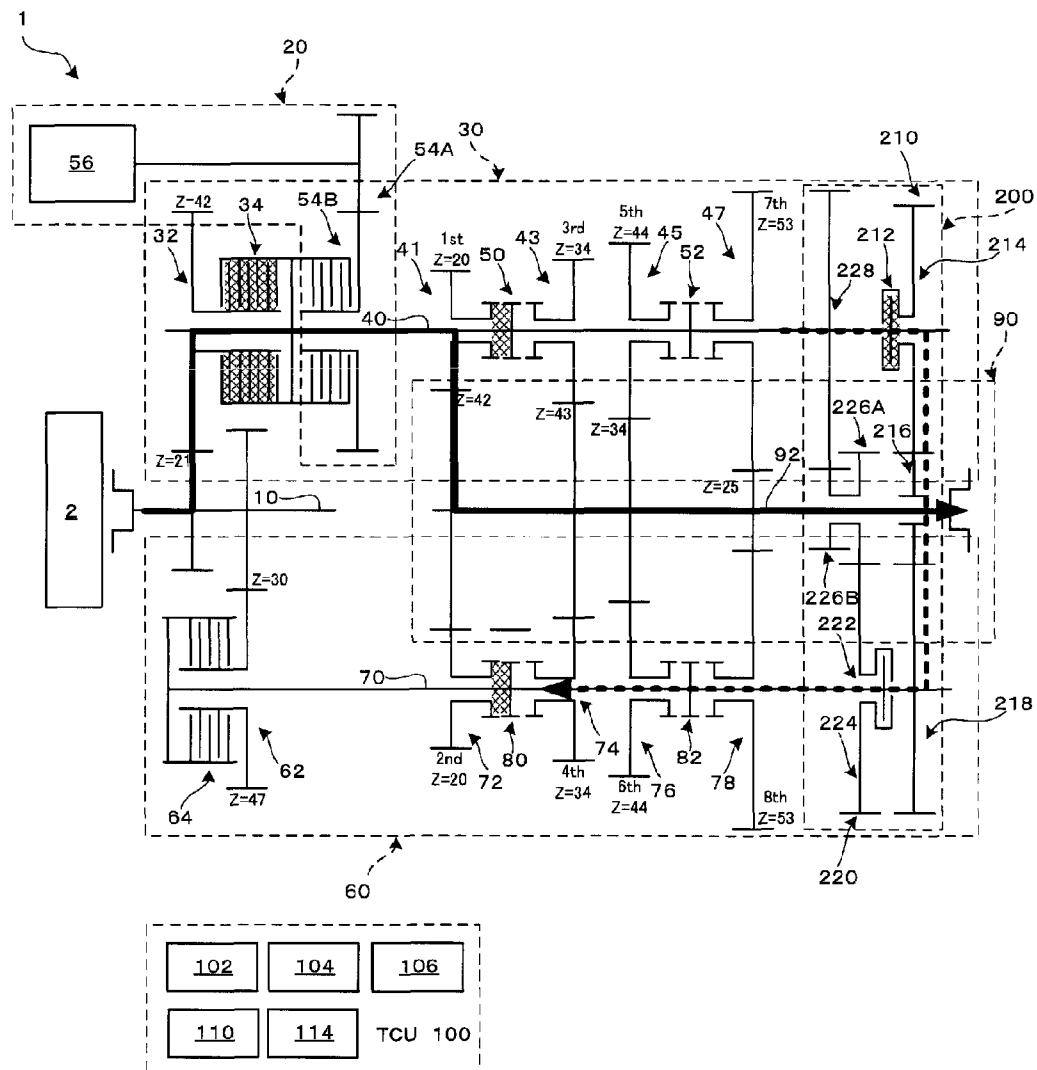


Fig. 27

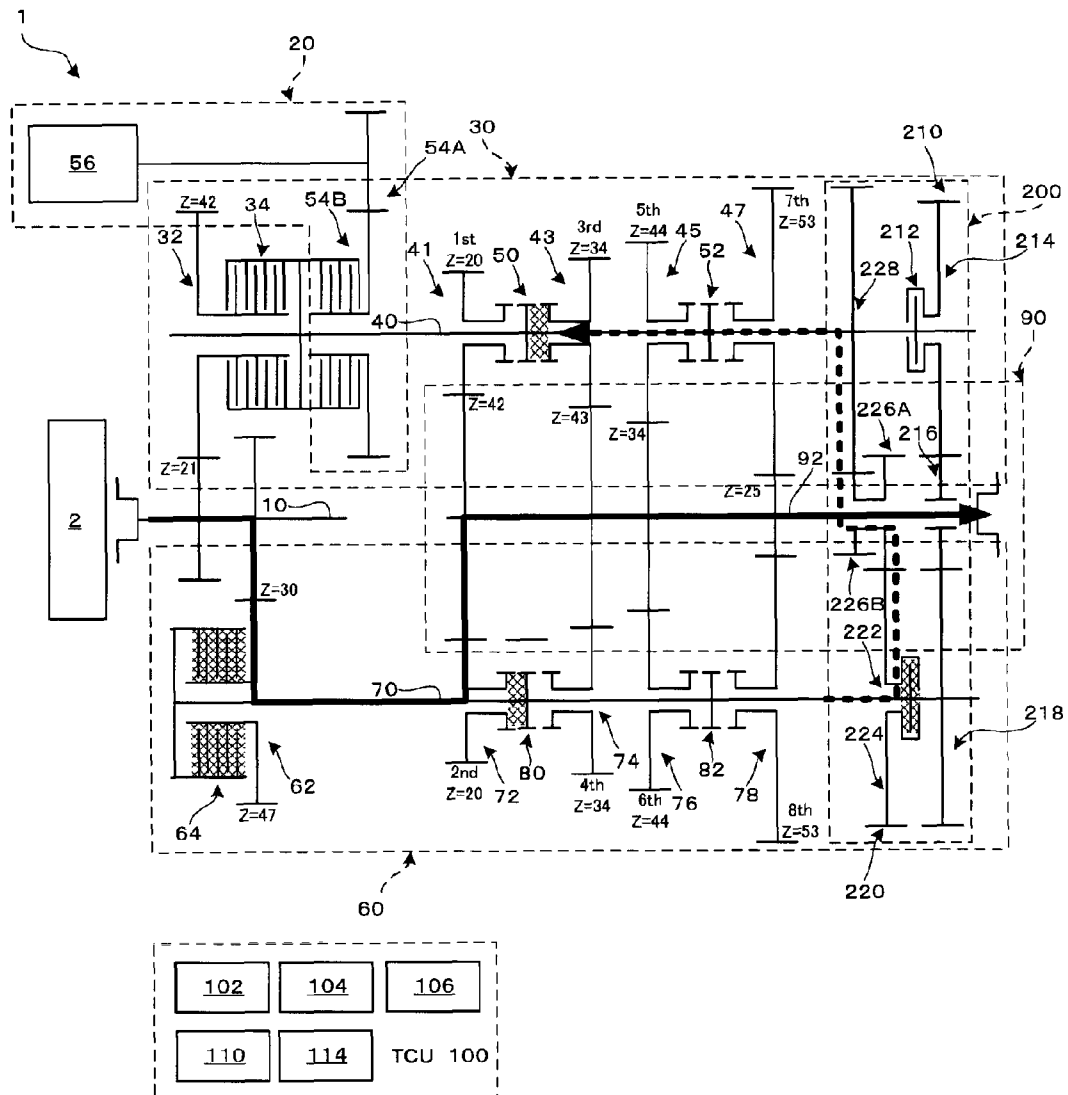


Fig. 28

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TWIN-CLUTCH TYPE HYBRID TRANSMISSION

This is a National Stage of International Application No. PCT/JP2010/061564, filed Jul. 7, 2010, which claims the benefit of Application No. JP2009-201352, filed in Japan on Sep. 1, 2009, the disclosures of which Applications are incorporated by reference herein.

TECHNICAL FIELD

The present invention relates to a twin-clutch type transmission that performs control of gear shift by using two or more clutches in combination, and more specifically, to a hybrid technique using a motor in combination.

BACKGROUND ART

Conventionally used transmissions for diesel railcars (diesel motor unit) include a torque converter for transmitting the power of an engine, multi-stage shift gears connected to the torque converter, and a wet type multiple disc clutch for switching the shift gears (see the publication of Registered Japanese Utility Model Application 2565596). A technique employed in transmissions for diesel railcars for enhancing transmission efficiency by using a mechanical clutch in place of the wet type multiple disc clutch is also suggested (see the publication of Japanese Utility Model Application Laid-Open No. Hei. 2-103555, and the publication of Japanese Patent Application Laid-Open No. Hei. 1-220761).

A twin-clutch type transmission for use in automobiles has been put into practical use in recent years (see publication of Japanese Patent Application Laid-Open No. 2003-269592, and Mitsubishi Motors Technical Review 2008 No. 20, pp. 31-34). Such a twin-clutch type transmission has already been used as a transmission for racing cars.

According to a hybrid technique suggested in recent years for transmissions for automobiles, a motor is provided in addition to an engine for assisting power with the motor during start or acceleration, and to generate electricity with the motor during deceleration.

SUMMARY OF INVENTION

Technical Problem

Transmissions for large dump trucks or diesel railcars obtain pulling power in a low vehicle speed range by using power transmission through a torque converter in consideration of the output characteristics of an engine. However, the torque converter generally results in low transmission efficiency as the power is transmitted through a fluid. Accordingly, these transmissions suffer from further reduction of transmission efficiency as a result of longer time of operation with the torque converter.

Regarding the twin-clutch type transmissions disclosed in the publication of Japanese Patent Application Laid-Open No. 2003-269592 and Mitsubishi Motors Technical Review 2008 No. 20, pp. 31-34, these twin-clutch type transmissions are particularly likely to increase their overall lengths by the length of a clutch. If these twin-clutch type transmissions are used in a large dump truck, for example, a high-capacity torque converter should be disposed in a former stage, resulting in a problem of further increase of the lengths of the transmissions.

These twin-clutch type transmissions require a synchronization clutch in each stage in order to provide synchronization

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during upshift or downshift. If a wet type multiple disc clutch is used as a synchronization clutch, and if the number of shift stages is increased to enhance the transmission efficiency of the transmissions, the number of wet type multiple disc clutches placed in corresponding stages is increased. A disengaged wet type multiple disc clutch (not involved in power transmission) idles, generating a problem of idling loss. In particular, if the aforementioned twin-clutch type transmissions are used for large dump trucks or diesel railcars, the capacity of a wet type multiple disc clutch should be increased, resulting in a problem of further increase of idling loss.

Such idling loss generated by a wet type multiple disc clutch may be prevented by using a mechanical clutch such as that disclosed in the publication of Utility Model Application Laid-Open No. 2-103555 or publication of Japanese Patent Application Laid-Open No. 1-220761 listed above. This however results in a problem of complication of a synchronizing control system of clutches. The structure of a transmission for automobiles generally includes a synchromesh, and accordingly, such a transmission cannot be used directly in transmitting high power, high torque and high inertia required in large dump trucks and others.

The present invention has been made in view of the aforementioned problems. It is an object of the invention to provide a more compact twin-clutch type transmission having higher efficiency by combining a motor with the twin-clutch type transmission.

Solution to Problem

The present invention to achieve the aforementioned object is a twin-clutch type hybrid transmission characterized by including: an input shaft to receive the power of an engine; an odd-numbered stage shift mechanism to which the rotation of the input shaft is transmitted; an even-numbered stage shift mechanism to which the rotation of the input shaft is transmitted; a motor power mechanism for applying the power of a motor to at least one of the odd-numbered stage shift mechanism and the even-numbered stage shift mechanism; and an output mechanism to which the power of the odd-numbered stage shift mechanism and the power of the even-numbered stage shift mechanism are transmitted, and characterized in that the odd-numbered stage shift mechanism includes: an odd-numbered stage transmission gear train for transmitting the rotation of the input shaft; an odd-numbered stage main clutch for selectively transmitting the power of the odd-numbered stage transmission gear train to an odd-numbered stage transmission shaft; an odd-numbered stage shift gear train provided to the odd-numbered stage transmission shaft, for transmitting rotation to the output mechanism; and an odd-numbered stage mechanical clutch for selectively engaging the odd-numbered stage shift gear train and the odd-numbered stage transmission shaft, and in that the even-numbered stage shift mechanism includes: an even-numbered stage transmission gear train for transmitting the rotation of the input shaft; an even-numbered stage main clutch for selectively transmitting the power of the even-numbered stage transmission gear train to an even-numbered stage transmission shaft; an even-numbered stage shift gear train provided to the even-numbered stage transmission shaft, for transmitting rotation to the output mechanism; and an even-numbered stage mechanical clutch for selectively engaging the even-numbered stage shift gear train and the even-numbered stage transmission shaft.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is

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characterized in that the motor power mechanism includes an odd-numbered stage motor for transmitting power to the odd-numbered stage transmission shaft, and an even-numbered stage motor for transmitting power to the even-numbered stage transmission shaft.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized in that the odd-numbered stage motor controls the rotation of the odd-numbered stage transmission shaft to provide synchronization with the odd-numbered stage mechanical clutch, and the even-numbered stage motor controls the rotation of the even-numbered stage transmission shaft to provide synchronization with the even-numbered stage mechanical clutch.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized in that the odd-numbered stage motor and the even-numbered stage motor have different capacities.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized in that at least one of the odd-numbered stage motor and the even-numbered stage motor having a higher capacity selectively transmits power to the odd-numbered stage transmission shaft or the even-numbered stage transmission shaft through a motor clutch.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized in that start is made by transmitting the power of at least one of the odd-numbered stage motor and the even-numbered stage motor having a higher capacity to the output shaft.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized in that a regenerative brake is activated by at least one of the odd-numbered stage motor and the even-numbered stage motor having a higher capacity.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized in that the power of the engine is regenerated by at least one of the odd-numbered stage motor and the even-numbered stage motor having a higher capacity.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized by further including a transmission control unit for controlling transmission of the odd-numbered stage shift mechanism and the even-numbered stage shift mechanism, and characterized in that the transmission control unit includes: an output-side rotation sensor capable of directly or indirectly detecting the numbers of rotations of the odd-numbered stage shift gear train and the even-numbered stage shift gear train; an odd-numbered stage synchronization controller for controlling the odd-numbered stage motor such that the number of rotations of the odd-numbered stage shift gear train and the rotation of the odd-numbered stage transmission shaft are in synchronization with each other; and an even-numbered stage synchronization controller for controlling the even-numbered stage motor such that the number of rotations of the even-numbered stage shift gear train and the rotation of the even-numbered stage transmission shaft are in synchronization with each other.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized in that the transmission control unit includes a start controller for engaging both the odd-numbered stage mechanical clutch and the even-numbered stage mechanical clutch for start, and causing the odd-numbered stage motor and the even-numbered stage motor to rotate at the same time

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to transmit both the power of the odd-numbered stage motor and the power of the even-numbered stage motor to the output shaft.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized in that the transmission control unit includes an input-side rotation sensor capable of directly or indirectly detecting the number of rotations of the input shaft, and a switching controller for determining a driving condition made by the engine, and stopping drive by the odd-numbered stage motor and the even-numbered stage motor.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized in that the transmission control unit includes a deceleration controller for engaging both the odd-numbered stage mechanical clutch and the even-numbered stage mechanical clutch, and transmitting the rotation of the output shaft to both the odd-numbered stage motor and the even-numbered stage motor, thereby activating a regenerating brake with the odd-numbered stage motor and the even-numbered stage motor.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized in that the transmission control unit includes an assist controller for assisting drive during acceleration with the engine by causing at least one of the odd-numbered stage motor and the even-numbered stage motor to rotate.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized in that the transmission control unit includes a regeneration controller for regenerating redundant energy with the even-numbered stage motor and the odd-numbered stage motor in the even-numbered stage shift mechanism during drive with the engine through the odd-numbered stage shift mechanism, and for regenerating redundant energy with the odd-numbered stage motor and the even-numbered stage motor in the odd-numbered stage shift mechanism during drive with the engine through the even-numbered stage shift mechanism.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized by including an emergency start controller for, if the remaining capacity of a battery is at a reference value or lower at the time of start, engaging either the odd-numbered stage mechanical clutch or the even-numbered stage mechanical clutch and driving an engaged one of the odd-numbered stage motor and the even-numbered stage motor to transmit power to the output shaft, and transmitting the power of the engine to a disengaged one of the odd-numbered stage motor and the even-numbered stage motor to charge the battery.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized by including an external transmission gear train for transmitting the power of the motors of the motor power mechanism, and an actuator for external work connected to the external transmission gear train.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized in that the motor power mechanism includes a common synchronization motor, an odd-numbered stage motor clutch for selectively engaging the common synchronization motor and the odd-numbered stage transmission shaft, and an even-numbered stage motor clutch for selectively engaging the common synchronization motor and the even-numbered stage transmission shaft.

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In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized in that start is made by transmitting the power of the common synchronization motor to the output shaft.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized in that the common synchronization motor activates a regenerative brake.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized in that the common synchronization motor regenerates the power of the engine.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized in that the common synchronization motor is caused to rotate during acceleration with the engine to assist drive.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized in that an interstage ratio between adjacent speed stages is set at a substantially constant value.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized in that the gear ratios of the odd-numbered stage transmission gear train and the even-numbered stage transmission gear train are determined such that the ratio of rotation of the even-numbered stage transmission shaft to the rotation of the odd-numbered stage transmission shaft is substantially the same as the interstage ratio.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized in that the odd-numbered stage shift gear train and the even-numbered stage shift gear train have substantially the same gear ratio at least between some adjacent ones of shift stages, and that the odd-numbered stage shift gear train and the even-numbered stage shift gear train share a gear of the output mechanism.

In the aforementioned invention, the twin-clutch type hybrid transmission to achieve the aforementioned object is characterized by further including a synchronization shift mechanism for mechanically providing synchronization between the odd-numbered stage shift mechanism and even-numbered stage shift mechanism during gear shift, and characterized in that the synchronization shift mechanism includes: a first synchronization gear train for engaging the odd-numbered stage transmission shaft and the even-numbered stage transmission shaft such that the odd-numbered stage transmission shaft and the even-numbered stage transmission shaft rotate at a first ratio of rotation; a first synchronization clutch for selecting engagement made by the first synchronization gear train; a second synchronization gear train for engaging the odd-numbered stage transmission shaft and the even-numbered stage transmission shaft such that the odd-numbered stage transmission shaft and the even-numbered stage transmission shaft rotate at a second ratio of rotation; and a second synchronization clutch for selecting engagement made by the second synchronization gear train, and in that the odd-numbered stage shift mechanism and the even-numbered stage shift mechanism come into synchronization with each other while the first synchronization gear train and the second synchronization gear train are selectively engaged, thereby realizing shift-up or shift-down.

Advantageous Effects of Invention

According to the present invention, an excellent effect can be achieved as the invention can provide a highly efficient

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twin-clutch type hybrid transmission having a compact and simple structure and capable of making prompt gear shift.

BRIEF DESCRIPTION OF DRAWINGS

FIG. 1 is a skeleton diagram showing the overall structure of a twin-clutch type hybrid transmission of a first embodiment of the present invention.

FIG. 2 is a block diagram showing the structure of a control function of the twin-clutch type hybrid transmission of the first embodiment.

FIG. 3 is a diagram showing the flow of torque generated in the twin-clutch type hybrid transmission of the first embodiment during start.

FIG. 4 is a diagram showing the flow of torque generated in the twin-clutch type hybrid transmission of the first embodiment at a first speed.

FIG. 5 is a diagram showing the flow of torque generated in the twin-clutch type hybrid transmission of the first embodiment during preparations for a second speed.

FIG. 6 is a diagram showing the flow of torque generated in the twin-clutch type hybrid transmission of the first embodiment at the second speed.

FIG. 7 is a diagram showing the flow of torque generated in the twin-clutch type hybrid transmission of the first embodiment during preparations for a third speed.

FIG. 8 is a diagram showing the flow of torque generated in the twin-clutch type hybrid transmission of the first embodiment at the third speed.

FIG. 9 is a diagram showing the flow of torque generated in the twin-clutch type hybrid transmission of the first embodiment during preparations for the second speed.

FIG. 10 is a diagram showing the flow of torque generated in the twin-clutch type hybrid transmission of the first embodiment at the second speed.

FIG. 11 is a diagram showing the flow of torque generated in the twin-clutch type hybrid transmission of the first embodiment during preparations for the first speed.

FIG. 12 is a diagram showing the flow of torque generated in the twin-clutch type hybrid transmission of the first embodiment at the first speed.

FIG. 13 is a diagram showing the flow of torque generated in the twin-clutch type hybrid transmission of the first embodiment when a regenerative brake is activated.

FIG. 14 is a diagram showing the flow of torque generated in the twin-clutch type hybrid transmission of the first embodiment during assist control.

FIG. 15 is a diagram showing the flow of torque generated in the twin-clutch type hybrid transmission of the first embodiment during regeneration control.

FIG. 16 is a diagram showing the flow of torque generated in the twin-clutch type hybrid transmission of the first embodiment during emergency start.

FIG. 17 is a diagram showing the flow of torque generated in the twin-clutch type hybrid transmission of the first embodiment during emergency start with a diesel engine.

FIG. 18 is a view showing a timing chart that shows timing of upshift and timing of downshift of the twin-clutch type hybrid transmission of the first embodiment.

FIG. 19 is a diagram showing the flow of torque generated in a twin-clutch type hybrid transmission of a first modification of the first embodiment during start.

FIG. 20 is a diagram showing the flow of torque generated in the twin-clutch type hybrid transmission of the first modification of the first embodiment when a regenerative brake is activated.

FIG. 21 is a diagram showing the flow of torque generated in the twin-clutch type hybrid transmission of the first modification of the first embodiment during assist control.

FIG. 22 is a diagram showing the flow of torque generated in a twin-clutch type hybrid transmission of a second modification of the first embodiment during start.

FIG. 23 is a skeleton diagram showing the overall structure of a twin-clutch type hybrid transmission of a second embodiment of the present invention.

FIG. 24 is a diagram showing the flow of torque generated in the twin-clutch type hybrid transmission of the second embodiment during start.

FIG. 25 is a diagram showing the flow of torque generated in the twin-clutch type hybrid transmission of the second embodiment during preparations for the second speed.

FIG. 26 is a diagram showing the flow of torque generated in the twin-clutch type hybrid transmission of the second embodiment during assist control.

FIG. 27 is a diagram showing the flow of torque generated in a twin-clutch type hybrid transmission of a third embodiment of the present invention during preparations for the second speed.

FIG. 28 is a diagram showing the flow of torque generated in the twin-clutch type hybrid transmission of the third embodiment during preparations for the third speed.

DESCRIPTION OF EMBODIMENTS

A twin-clutch type hybrid transmission (hereinafter called a transmission) of embodiments of the present invention will be described below by referring to the drawings. The transmission is used preferably in a large dump truck and others. [First Embodiment]

FIG. 1 shows the structure of a transmission 1 of a first embodiment of the present invention. The transmission 1 includes: an input shaft 10 to receive the power of a diesel engine 2; an odd-numbered stage shift mechanism 30 to which the rotation of the input shaft 10 is transmitted; an even-numbered stage shift mechanism 60 to which the rotation of the input shaft 10 is also transmitted; a motor power mechanism 20 for applying the power of a motor to the odd-numbered stage shift mechanism 30 and the even-numbered stage shift mechanism 60; an output mechanism 90 to which the power of the odd-numbered stage shift mechanism 30 and the power of the even-numbered stage shift mechanism 60 are selectively transmitted; and a transmission control unit (TCU) 100 for controlling gear shift action. The odd-numbered stage shift mechanism 30 is responsible for gear shift between first, third, fifth, and seventh speeds. The even-numbered stage shift mechanism 60 is responsible for gear shift between second, fourth, sixth, and eighth speeds. Accordingly, the transmission 1 can make gear shift between eight stages in total. In the transmission 1, the odd-numbered stage shift mechanism 30 and the even-numbered stage shift mechanism 60 are each provided with a clutch. Accordingly, while power is transmitted in the odd-numbered stage shift mechanism 30, for example, preparations for shift-up or shift-down to an adjacent stage can be made in the even-numbered stage shift mechanism 60. In addition, while power is transmitted in the even-numbered stage shift mechanism 60, preparations for shift-up or shift-down to an adjacent stage can be made in the odd-numbered stage shift mechanism 30.

The odd-numbered stage shift mechanism 30 includes: an odd-numbered stage transmission gear train 32 for transmitting the rotation of the input shaft 10; an odd-numbered stage main clutch 34 for selectively transmitting the power of the odd-numbered stage transmission gear train 32 to an odd-

numbered stage transmission shaft 40; first to seventh (first, third, fifth, and seventh) odd-numbered stage shift gear trains 41, 43, 45 and 47 provided to the odd-numbered stage transmission shaft 40, for transmitting rotation in four stages to the output mechanism 90; and odd-numbered stage mechanical clutches 50 and 52 for selectively engaging the first to seventh (first, third, fifth, and seventh) odd-numbered stage shift gear trains 41, 43, 45 and 47 and the odd-numbered stage transmission shaft 40.

The odd-numbered stage transmission gear train 32 is composed of a shift gear pair providing the number of input teeth of 21, the number of output teeth of 42, and a ratio of rotation of 2.000. The odd-numbered stage transmission gear train 32 is provided between the input shaft 10 and the odd-numbered stage main clutch 34. The odd-numbered stage transmission gear train 32 decelerates the rotation of the input shaft 10, and transmits the rotation to the odd-numbered stage main clutch 34. The odd-numbered stage main clutch 34 is a wet type multiple disc clutch, and can selectively transmit the rotation of the input shaft 10 to the odd-numbered stage transmission shaft 40 by using hydraulic pressure.

As a result, the odd-numbered stage shift mechanism 30 selectively transmits the rotation of the input shaft 10 to the odd-numbered stage transmission shaft 40 at a ratio of rotation of 2.000 by using the odd-numbered stage main clutch 34.

The first-speed shift gear train 41 provided to the odd-numbered stage transmission shaft 40 is composed of a shift gear pair with the number of input teeth of 20, the number of output teeth of 42, and a ratio of rotation of 2.100. The first-speed shift gear train 41 transmits the rotation of the odd-numbered stage transmission shaft 40 to an output shaft 92 of the output mechanism 90. The third-speed shift gear train 43 is composed of a shift gear pair with the number of input teeth of 34, the number of output teeth of 43, and a ratio of rotation of 1.265. The third-speed shift gear train 43 transmits the rotation of the odd-numbered stage transmission shaft 40 to the output shaft 92 of the output mechanism 90. The fifth-speed shift gear train 45 is composed of a shift gear pair with the number of input teeth of 44, the number of output teeth of 43, and a ratio of rotation of 0.773. The fifth-speed shift gear train 45 transmits the rotation of the odd-numbered stage transmission shaft 40 to the output shaft 92 of the output mechanism 90. The seventh-speed shift gear train 47 is composed of a shift gear pair with the number of input teeth of 53, the number of output teeth of 25, and a ratio of rotation of 0.472. The seventh-speed shift gear train 47 transmits the rotation of the odd-numbered stage transmission shaft 40 to the output shaft 92 of the output mechanism 90.

The odd-numbered stage mechanical clutch 50 is placed between the first-speed shift gear train 41 and the third-speed shift gear train 43. The odd-numbered stage mechanical clutch 50 can selectively switch among a "first speed engaged condition" where the first-speed shift gear train 41 and the odd-numbered stage transmission shaft 40 are engaged, a "third speed engaged condition" where the third-speed shift gear train 43 and the odd-numbered stage transmission shaft 40 are engaged, and a "disengaged condition" where both the first-speed and third-speed shift gear trains 41 and 43 are disengaged from the odd-numbered stage transmission shaft 40.

The other odd-numbered stage mechanical clutch 52 is placed between the fifth-speed shift gear train 45 and the seventh-speed shift gear train 47. The odd-numbered stage mechanical clutch 52 can selectively switch among a "fifth speed engaged condition" where the fifth-speed shift gear train 45 and the odd-numbered stage transmission shaft 40 are

engaged, a “seventh speed engaged condition” where the seventh-speed shift gear train **47** and the odd-numbered stage transmission shaft **40** are engaged, and a “disengaged condition” where both the fifth-speed and seventh-speed shift gear trains **45** and **47** are disengaged from the odd-numbered stage transmission shaft **40**. As a result, selection among the first, third, fifth and seventh speeds, and neutral can be made where appropriate by switching the odd-numbered stage mechanical clutch **50** or **52** appropriately.

The output mechanism **90** includes the output shaft **92**. The power of the output shaft **92** is transmitted to wheels through a propeller shaft, a differential gear and the like not specifically shown in the drawings.

The even-numbered stage shift mechanism **60** includes: an even-numbered stage transmission gear train **62** for transmitting the rotation of the input shaft **10**; an even-numbered stage main clutch **64** for selectively transmitting the power of the even-numbered stage transmission gear train **62** to an even-numbered stage transmission shaft **70**; second to eighth (second, fourth, sixth, and eighth) even-numbered stage shift gear trains **72**, **74**, **76** and **78** provided to the even-numbered stage transmission shaft **70**, for transmitting rotation in four stages to the output mechanism **90**; and even-numbered stage mechanical clutches **80** and **82** for selectively engaging the second to eighth (second, fourth, sixth, and eighth) even-numbered stage shift gear trains **72**, **74**, **76** and **78** and the even-numbered stage transmission shaft **70**.

The even-numbered stage transmission gear train **62** is composed of a shift gear pair with the number of input teeth of 30, the number of output teeth of 47, and a ratio of rotation of 1.567.

The even-numbered stage transmission gear train **62** is provided between the input shaft **10** and the even-numbered stage main clutch **64**. The even-numbered stage transmission gear train **62** decelerates the rotation of the input shaft **10**, and transmits the rotation to the even-numbered stage main clutch **64**. The even-numbered stage main clutch **64** is a wet type multiple disc clutch, and can selectively transmit the rotation of the input shaft **10** to the even-numbered stage transmission shaft **70**.

In a steady state, the even-numbered stage shift mechanism **60** selectively transmits the rotation of the input shaft **10** to the even-numbered stage transmission shaft **70** at a ratio of rotation of 1.567 by using the even-numbered stage main clutch **64**.

The second-speed shift gear train **72** provided to the even-numbered stage transmission shaft **70** is composed of a shift gear pair with the number of input teeth of 20, the number of output teeth of 42, and a ratio of rotation of 2.100. The second-speed shift gear train **72** transmits the rotation of the even-numbered stage transmission shaft **70** to the output shaft **92** of the output mechanism **90**. An output gear of this shift gear pair is shared with the shift gear pair of the first-speed shift gear train **41** of the odd-numbered stage shift mechanism **30**. In addition, the second-speed shift gear train **72** and the first-speed shift gear train **41** have substantially the same (here, completely the same) ratio of rotation. Here, the shift gears used for the second-speed shift gear train **72** and those used for the first-speed shift gear train **41** are actually completely the same. As a result, in the transmission **1** as a whole, a ratio between a ratio of rotation between input and output of the first-speed and that between input and output of the second-speed agrees with a ratio between the ratio of rotation of the odd-numbered stage transmission gear train **32** and that of the even-numbered stage transmission gear train **62**.

The fourth-speed shift gear train **74** is composed of a shift gear pair with the number of input teeth of 34, the number of

output teeth of 43, and a ratio of rotation of 1.265. The fourth-speed shift gear train **74** transmits the rotation of the even-numbered stage transmission shaft **70** to the output shaft **92** of the output mechanism **90**. An output gear of this shift gear pair is shared with the shift gear pair of the third-speed shift gear train **43** of the odd-numbered stage shift mechanism **30**. In addition, the fourth-speed shift gear train **74** and the third-speed shift gear train **43** have substantially the same (here, completely the same) ratio of rotation. Accordingly, in the present embodiment, the shift gears used for the fourth-speed shift gear train **74** and those used for the third-speed shift gear train **43** are completely the same. As a result, in the transmission **1** as a whole, an interstage ratio between a ratio of rotation between input and output of the third-speed and that between input and output of the fourth-speed agrees with a ratio between the ratio of rotation of the odd-numbered stage transmission gear train **32** and that of the even-numbered stage transmission gear train **62**.

The sixth-speed shift gear train **76** is composed of a shift gear pair with the number of input teeth of 44, the number of output teeth of 34, and a ratio of rotation of 0.773. The sixth-speed shift gear train **76** transmits the rotation of the even-numbered stage transmission shaft **70** to the output shaft **92** of the output mechanism **90**. An output gear of this shift gear pair is shared with the shift gear pair of the fifth-speed shift gear train **45** of the odd-numbered stage shift mechanism **30**. In addition, the sixth-speed shift gear train **76** and the fifth-speed shift gear train **45** also have substantially the same (here, completely the same) ratio of rotation. Accordingly, in the present embodiment, the shift gears used for the sixth-speed shift gear train **76** and those used for the fifth-speed shift gear train **45** are completely the same. As a result, in the transmission **1** as a whole, an interstage ratio between a ratio of rotation between input and output of the fifth speed and that between input and output of the sixth speed agrees with a ratio between the ratio of rotation of the odd-numbered stage transmission gear train **32** and that of the even-numbered stage transmission gear train **62**.

The eighth-speed shift gear train **78** is composed of a shift gear pair with the number of input teeth of 53, the number of output teeth of 25, and a ratio of rotation of 0.472. The eighth-speed shift gear train **78** transmits the rotation of the even-numbered stage transmission shaft **70** to the output shaft **92** of the output mechanism **90**. An output gear of this shift gear pair is shared with the shift gear pair of the seventh-speed shift gear train **47** of the odd-numbered stage shift mechanism **30**. In addition, the eighth-speed shift gear train **78** and the seventh-speed shift gear train **47** have substantially the same (here, completely the same) ratio of rotation. Accordingly, in the present embodiment, the shift gears used for the eighth-speed shift gear train **78** and those used for the seventh-speed shift gear train **47** are completely the same. As a result, in the transmission **1** as a whole, an interstage ratio between a ratio of rotation between input and output of the seventh speed and that between input and output of the eighth speed agrees with a ratio between the ratio of rotation of the odd-numbered stage transmission gear train **32** and that of the even-numbered stage transmission gear train **62**.

The even-numbered stage mechanical clutch **80** is placed between the second-speed shift gear train **72** and the fourth-speed shift gear train **74**. The even-numbered stage mechanical clutch **80** can selectively switch among a “second speed engaged condition” where the second-speed shift gear train **72** and the even-numbered stage transmission shaft **70** are engaged, a “fourth speed engaged condition” where the fourth-speed shift gear train **74** and the even-numbered stage transmission shaft **70** are engaged, and a “disengaged condi-

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tion” where both the second-speed and fourth-speed shift gear trains **72** and **74** are disengaged from the even-numbered stage transmission shaft **70**.

The even-numbered stage mechanical clutch **82** is placed between the sixth-speed shift gear train **76** and the eighth-speed shift gear train **78**. The even-numbered stage mechanical clutch **82** can selectively switch among a “sixth speed engaged condition” where the sixth-speed shift gear train **76** and the even-numbered stage transmission shaft **70** are engaged, an “eight speed engaged condition” where the eighth-speed shift gear train **78** and the even-numbered stage transmission shaft **70** are engaged, and a “disengaged condition” where both the sixth-speed and eighth-speed shift gear trains **76** and **78** are disengaged from the even-numbered stage transmission shaft **70**. As a result, selection among the second, fourth, sixth and eighth speeds, and neutral can be made where appropriate by switching the even-numbered stage mechanical clutch **80** or **82** appropriately.

The motor power mechanism **20** includes a gear train **54** for an odd-numbered stage motor and provided at an end portion of the odd-numbered stage transmission shaft **40**, and an odd-numbered stage motor **56** connected to the gear train **54** for an odd-numbered stage motor. An odd-numbered stage inverter **57** and an odd-numbered stage battery **58** are connected to the odd-numbered stage motor **56**. The odd-numbered stage motor **56** causes the odd-numbered stage transmission shaft **40** to rotate through the gear train **54** for an odd-numbered stage motor. This provides synchronization of the rotation of the odd-numbered stage transmission shaft **40** with the rotation of any one of the first to seventh (first, third, fifth, and seventh) odd-numbered stage shift gear trains **41**, **43**, **45** and **47**, thereby engaging the odd-numbered stage mechanical clutch **50** or **52**. To be specific, shift-up or shift-down to a target odd-numbered stage is realized. During regeneration, the rotation of the odd-numbered stage transmission shaft **40** is transmitted through the gear train **54** for an odd-numbered stage motor to the odd-numbered stage motor **56**.

The motor power mechanism **20** further includes a gear train **84** for an even-numbered stage motor and provided at an end portion of the even-numbered stage transmission shaft **70**, and an even-numbered stage motor **86** connected to the gear train **84** for an even-numbered stage motor. An even-numbered stage inverter **87** and an even-numbered stage battery **88** are connected to the even-numbered stage motor **86**. The even-numbered stage battery **88** and the odd-numbered stage battery **58** are connected in series in normal times. However, on the assumption of breakdown of either battery, for example, a cutoff path **89** is provided by which the broken battery is disconnected from a power supply circuit involved.

The even-numbered stage motor **86** causes the even-numbered stage transmission shaft **70** to rotate through the gear train **84** for an even-numbered stage motor. This provides synchronization of the rotation of the even-numbered stage transmission shaft **70** with any one of the second to eighth (second, fourth, sixth, and eighth) even-numbered stage shift gear trains **72**, **74**, **76** and **78**, thereby engaging the even-numbered stage mechanical clutch **80** or **82**. To be specific, shift-up or shift-down to a target even-numbered stage is realized. During regeneration, the rotation of the even-numbered stage transmission shaft **70** is transmitted through the gear train **84** for an even-numbered stage motor to the even-numbered stage motor **86**.

The even-numbered stage motor **86** of the motor power mechanism **20** is also connected through a gear train **96** for external transmission to an actuator **98** for external work. Here, a working hydraulic pump is used as the actuator **98** for

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external work. The actuator **98** for external work is driven by the power of the even-numbered stage motor **86**. The actuator **98** for external work is used to tilt a loading platform and to put a crane into operation, for example. The actuator **98** for external work is driven with the even-numbered stage motor **86**. This allows performance of external work while an engine is stopped, so that the work can be conducted quietly during nighttime hours, for example. Further, the even-numbered stage motor **86** may be driven by a hydraulic motor in order to take a load off a loading platform or a crane. This allows regeneration of potential energy.

Ratios of rotation of the first to eighth speeds obtained in the transmission **1** with the aforementioned structure are shown in the table given below.

TABLE 1

FIRST STAGE	$\frac{42}{21} \times \frac{42}{20}$	=	4.200		1.277
SECOND STAGE	$\frac{47}{30} \times \frac{42}{20}$	=	3.290		1.301
THIRD STAGE	$\frac{42}{21} \times \frac{43}{34}$	=	2.529		1.277
FOURTH STAGE	$\frac{47}{30} \times \frac{43}{34}$	=	1.981		1.282
FIFTH STAGE	$\frac{42}{21} \times \frac{34}{44}$	=	1.545		1.277
SIXTH STAGE	$\frac{47}{30} \times \frac{34}{44}$	=	1.211		1.283
SEVENTH STAGE	$\frac{42}{21} \times \frac{25}{53}$	=	0.943		1.277
EIGHTH STAGE	$\frac{47}{30} \times \frac{25}{53}$	=	0.739		

It is thus seen that, in the transmission **1**, interstage ratios between adjacent speed stages are set at substantially constant values in a range of from 1.277 to 1.301 (about 1.289). These interstage ratios (about 1.289) are substantially the same as a ratio ($1.276=2.000/1.567$) between the ratio of rotation of the odd-numbered stage transmission gear train **32** (2.000) and that of the even-numbered stage transmission gear train **62** (1.567).

The gear shift action of the transmission **1** will be described next by giving a description of the transmission control unit **100**. It is assumed that the input shaft **10** is caused to rotate at 1000 min^{-1} if the transmission **1** is driven by the diesel engine **2**.

The transmission control unit **100** includes various sensors, a CPU, a memory, and a power supply unit not specifically shown in the drawings. The transmission control unit **100** further includes various sensors such as a clutch sensor **102** for detecting the condition of each clutch, an output-side rotation sensor **104** capable of directly or indirectly detecting the numbers of rotations of the first to seventh (first, third, fifth, and seventh) odd-numbered stage shift gear trains **41**, **43**, **45** and **47** and the number of rotations of the second to eighth (second, fourth, sixth, and eighth) even-numbered stage shift gear trains **72**, **74**, **76** and **78**, and an input-side rotation sensor **106** capable of directly or indirectly detecting the number of rotations of the input shaft **10** (the number of rotations of the engine **2**). The transmission control unit **100** also includes a clutch actuator **110** for putting each clutch of the transmission **1** into operation, a motor controller **114** for controlling a motor, and others. The transmission control unit **100** controls the transmission **1** in response to execution of a predetermined program stored in the memory by the CPU. As shown in FIG. 2, the functional structures of the transmission control unit **100** include an odd-numbered stage synchronization controller **120**, an even-numbered stage synchroniza-

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tion controller 122, a start controller 124, a switching controller 126, a deceleration controller 128, an assist controller 130, a regeneration controller 132, an emergency start controller 134, and a shift controller 136. Each of the functional structures will be described by referring to FIG. 3 and its subsequent drawings.

<Operation for Start by Start Controller>

As shown in FIG. 3, when the transmission 1 is stopped, the start controller 124 engages the odd-numbered stage mechanical clutch 50 to make the “first speed engaged condition,” and at the same time, engages the even-numbered stage mechanical clutch 80 to make the “second speed engaged condition.” The odd-numbered stage motor 56 and the even-numbered stage motor 86 are thereafter caused to rotate at the same time. As a result, the power of the odd-numbered stage motor 56 and the power of the even-numbered stage motor 86 are both transmitted to the output shaft 92, allowing high-torque drive with the two motors. This eliminates the need for start with the engine 2. Accordingly, provision of a torque converter to the engine 2 becomes unnecessary, or control to engage the odd-numbered stage main clutch 34 gradually while bringing the odd-numbered stage main clutch 34 in a halfway engaged condition to slip becomes unnecessary, thereby allowing prompt start. Backward motion (back) can be made only by reversing the directions of rotations of these motors. This eliminates the need for preparing a mechanical mechanism for backward motion such as a reversing clutch and a reversing gear, allowing simplification of the structure of the transmission.

<Operation by Switching Controller for Switching to Engine>

If the odd-numbered stage transmission shaft 40 reaches a condition where the odd-numbered stage transmission shaft 40 rotates at about 500 min^{-1} (speed allowing the input shaft 10 to rotate at 1000 min^{-1}), the switching controller 126 starts the engine 2 as shown in FIG. 4. The engine 2 can be started by letting the engine 2 run from the output side while the odd-numbered stage main clutch 34 is put in a halfway engaged condition, making operation of a starter for the engine 2 unnecessary. After the engine is started, the odd-numbered stage main clutch 34 is engaged gradually while the odd-numbered stage main clutch 34 in a halfway engaged condition is caused to slip. As a result, the power of the engine 2 is transmitted through the input shaft 10 and the odd-numbered stage transmission gear train 32 to the odd-numbered stage transmission shaft 40. This realizes drive with the engine to make shift to operation at the first speed. Thus, the odd-numbered stage transmission shaft is caused to rotate at approximately 500 min^{-1} . The rotation of the odd-numbered stage transmission shaft 40 is transmitted through the first-speed shift gear train 41 to the output shaft 92, thereby causing the output shaft 92 to rotate at 238.1 min^{-1} . At the same time, drive of the odd-numbered stage motor 56 and the even-numbered stage motor 86 is stopped to release the even-numbered stage mechanical clutch 80, thereby realizing the “disengaged condition.”

<Preparations for Second Speed by Even-Numbered Stage Synchronization Controller During Operation at First Speed>

During running at the first speed, like the first-speed shift gear train 41, the input gear of the second-speed shift gear train 72 (shift gear closer to the even-numbered stage transmission shaft 70) of the even-numbered stage shift mechanism 60 rotates at about 500 min^{-1} . The even-numbered stage synchronization controller 122 drives the even-numbered stage motor 86 to control the rotation of the even-numbered stage transmission shaft 70 at about 500 min^{-1} as shown in FIG. 5. This provides synchronization of the rotation of the

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even-numbered stage transmission shaft 70 and the rotation of the second-speed shift gear train 72 to engage the even-numbered stage mechanical clutch 80, thereby making the “second speed engaged condition.” Accordingly, preparations for shift-up to the second speed are completed, and drive of the even-numbered stage motor 86 is stopped.

<Shift-Up from First Speed to Second Speed by Shift Controller>

For shift-up to the second speed, the shift controller 136 engages the even-numbered stage main clutch 64 gradually as shown in FIG. 6. At the same time, the shift controller 136 brings the odd-numbered stage main clutch 34 into the “disengaged condition” to prevent transmission of the rotation of the odd-numbered stage transmission shaft 40 to the output shaft 92. This increases the rotation of the engine to 1000 min^{-1} , increases the rotation of the even-numbered stage transmission shaft 70 from 500 min^{-1} to 638 min^{-1} , and increases the rotation of the output shaft 92 to 304 min^{-1} . As a result, shift-up to the second speed is completed. During the operation at the second speed, the odd-numbered stage mechanical clutch 50 is brought into the “disengaged condition” to make preparations for a next shift.

<Preparations for Third Speed by Odd-Numbered Stage Synchronization Controller During Operation at Second Speed>

During running at the second speed, the input gear of the third-speed shift gear train 43 (shift gear closer to the odd-numbered stage transmission shaft 40) of the odd-numbered stage shift mechanism 30 rotates at about 384 min^{-1} determined by the ratio of rotation thereof. The odd-numbered stage synchronization controller 120 drives the odd-numbered stage motor 56 to control the rotation of the odd-numbered stage transmission shaft 40 at about 384 min^{-1} as shown in FIG. 7. This provides synchronization of the rotation of the odd-numbered stage transmission shaft 40 and the rotation of the third-speed shift gear train 43 to engage the odd-numbered stage mechanical clutch 50, thereby making the “third speed engaged condition.” Accordingly, preparations for shift-up to the third speed are completed, and drive of the odd-numbered stage motor 56 is stopped.

<Shift-Up from Second Speed to Third Speed by Shift Controller>

For shift-up to the third speed, the shift controller 136 engages the odd-numbered stage main clutch 34 gradually as shown in FIG. 8. At the same time, the shift controller 136 brings the even-numbered stage main clutch 64 into the “disengaged condition” to prevent transmission of the rotation of the even-numbered stage transmission shaft 70 to the output shaft 92. This increases the rotation of the engine to 1000 min^{-1} , increases the rotation of the odd-numbered stage transmission shaft 40 from 384 min^{-1} to 500 min^{-1} , and increases the rotation of the output shaft 92 to 395 min^{-1} . As a result, shift-up to the third speed is completed. During the operation at the third speed, the even-numbered stage mechanical clutch 80 is brought into the “disengaged condition” to make preparations for a next shift. Shift-up to the fourth speed and shift-up to its subsequent speeds are performed in the same manner, and they will not be described here.

<Preparations for Second Speed by Even-Numbered Stage Synchronization Controller During Operation at Third Speed>

In order to make preparations for shift-down from the operation at the third speed to the operation at the second speed, the second-speed shift gear train 72 is engaged with the even-numbered stage transmission shaft 70. More specifically, the output shaft 92 rotates at 395 min^{-1} during the operation at the third speed. Accordingly, the gear of the

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second-speed shift gear train **72** in the even-numbered stage shift mechanism **60** closer to the even-numbered stage transmission shaft **70** rotates at 830 min^{-1} . The even-numbered stage synchronization controller **122** drives the even-numbered stage motor **86** to increase the rotation of the even-numbered stage transmission shaft **70** to 830 min^{-1} as shown in FIG. **9**. This substantially provides synchronization of the rotation of the even-numbered stage transmission shaft **70** and the rotation of the second-speed shift gear train **72** to engage the even-numbered stage mechanical clutch **80**, thereby making the “second speed engaged condition.” Accordingly, preparations for shift-down to the second speed are completed, and drive of the even-numbered stage motor **86** is stopped.

<Shift-Down from Third Speed to Second Speed by Shift Controller>

For shift-down to the second speed, the shift controller **136** engages the even-numbered stage main clutch **64** gradually as shown in FIG. **10**. At the same time, the shift controller **136** brings the odd-numbered stage main clutch **34** into the “disengaged condition” to prevent transmission of the rotation of the odd-numbered stage transmission shaft **40** to the output shaft **92**. This reduces the rotation of the engine to 1000 min^{-1} , reduces the rotation of the even-numbered stage transmission shaft **70** from 830 min^{-1} to 638 min^{-1} , and reduces the rotation of the output shaft **92** to 304 min^{-1} . As a result, shift-down to the second speed is completed. During the operation at the second speed, the odd-numbered stage mechanical clutch **50** is brought into the “disengaged condition” to make preparations for a next shift.

<Preparations for First Speed by Odd-Numbered Stage Synchronization Controller During Operation at Second Speed>

In order to make preparations for shift-down from the operation at the second speed to the operation at the first speed, the first-speed shift gear train **41** is engaged with the odd-numbered stage transmission shaft **40**. More specifically, the output shaft **92** rotates at 304 min^{-1} during the operation at the second speed. Accordingly, the shift gear of the first-speed shift gear train **41** in the odd-numbered stage shift mechanism **30** closer to the odd-numbered stage transmission shaft **40** rotates at 638 min^{-1} . The odd-numbered stage synchronization controller **120** drives the odd-numbered stage motor **56** to increase the rotation of the odd-numbered stage transmission shaft **40** to 638 min^{-1} as shown in FIG. **11**. This substantially provides synchronization of the rotation of the odd-numbered stage transmission shaft **40** and the rotation of the first-speed shift gear train **41** to engage the odd-numbered stage mechanical clutch **50**, thereby making the “first speed engaged condition.” Accordingly, preparations for shift-down to the first speed are completed, and drive of the odd-numbered stage motor **56** is stopped.

<Shift-Down from Second Speed to First Speed by Shift Controller>

For shift-down to the first speed, the shift controller **136** engages the odd-numbered stage main clutch **34** gradually as shown in FIG. **12**. At the same time, the shift controller **136** brings the even-numbered stage main clutch **64** into the “disengaged condition” to prevent transmission of the rotation of the even-numbered stage transmission shaft **70** to the output shaft **92**. This reduces the rotation of the engine to 1000 min^{-1} , reduces the rotation of the odd-numbered stage transmission shaft **40** from 638 min^{-1} to 500 min^{-1} , and reduces the rotation of the output shaft **92** to 238 min^{-1} . As a result, shift-down to the first speed is completed. During the operation at the first speed, the even-numbered stage mechanical clutch **80** is brought into the “disengaged condition” to make preparations for a next shift.

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<Regenerative Brake in Deceleration Controller>

For deceleration during the operation at the second speed with the engine **2**, for example, the deceleration controller **128** makes engagement of any one of the odd-numbered stages by using the odd-numbered stage mechanical clutch **50** or **52** in addition to engagement of the even-numbered stage mechanical clutch **80** as shown in FIG. **13**. The number of a stage to be engaged can be selected freely from the first, third, fifth and seventh speeds. However, it is preferable that a stage in a low number (such as the first speed) be engaged in order to enhance the efficiency of a regenerative brake. For engagement of the odd-numbered stage mechanical clutch **50** or **52**, the odd-numbered stage synchronization controller **120** temporarily drives the odd-numbered stage motor **56** to provide synchronization. Here, the “first speed engaged condition” is made. While both the odd-numbered stage mechanical clutch **50** and the even-numbered stage mechanical clutch **80** are engaged, the rotation of the output shaft **92** is transmitted to both the odd-numbered stage motor **54** and the even-numbered stage motor **86**, thereby activating the regenerative brake with these motors. As a result, the batteries **58** and **88** are charged. Here, the number of rotations of the odd-numbered stage motor **56** is increased to enhance regeneration efficiency by making the first speed engaged condition. Meanwhile, a stage of an optimum number may be selected and then engaged appropriately according to running condition.

<Operation for Acceleration by Assist Controller>

For rapid acceleration during the operation at the second speed with the engine **2**, for example, the assist controller **130** drives the even-numbered stage motor **86** to assist power as shown in FIG. **14**. This compensates for the torque of the engine **2** to allow rapid acceleration. Although not specifically shown in the drawings, power assist by the odd-numbered stage motor **56** can be added by making engagement of any one of the odd-numbered stages by using the odd-numbered stage mechanical clutch **50** or **52** in addition to engagement of the even-numbered stage mechanical clutch **80**.

<Recovery of Redundant Energy by Regeneration Control>

It is assumed, for example, that the operation at the eighth speed with the engine **2** (operation by the even-numbered stage shift mechanism **60**) continues stably to make the torque of the engine **2** redundant. In this case, as shown in FIG. **15**, the regeneration controller **132** brings any one of the odd-numbered stages into the “engaged condition” by using the odd-numbered stage mechanical clutch **50** or **52** in the odd-numbered stage shift mechanism **30**, and transmits the redundant power of the engine **2** to the odd-numbered stage motor **56** to regenerate the transmitted power, thereby charging the batteries **58** and **88**. This allows the redundant energy of the engine **2** to be recovered electrically. A stage to be engaged with the odd-numbered stage mechanical clutch for the purpose of regeneration can be selected freely from the first, third, fifth and seventh speeds. However, it is preferable that a stage of a low number (such as the first speed) be engaged in order to enhance the efficiency of the regenerative brake. For engagement, the odd-numbered stage synchronization controller **120** temporarily drives the odd-numbered stage motor **56** to provide synchronization. Here, the “first speed engaged condition” is made to increase the number of rotations of the odd-numbered stage motor **56** to enhance regeneration efficiency. Meanwhile, a stage of an optimum number may be selected and then engaged appropriately according to running condition. Although not specifically shown in the drawings, while stable running such as the operation at the seventh speed is realized by the odd-numbered stage shift mechanism

30, for example, the even-numbered stage shift mechanism 60 may be responsible for regeneration.

<Emergency Start by Emergency Start Controller>

If the remaining capacities of both the batteries 58 and 88 are zero at the time of start, for example, the emergency start controller 134 starts the engine 2, releases the odd-numbered stage main clutch 34, and engages the even-numbered stage main clutch 64 as shown in FIG. 16. As a result, the even-numbered stage motor 86 is caused to rotate by the power of the engine 2 transmitted through the even-numbered stage transmission shaft 70, thereby charging the batteries 58 and 88. During the charge in this way, the “first speed engaged condition” is made by the odd-numbered stage mechanical clutch 50. Then, the odd-numbered stage motor 56 is caused to rotate by using the batteries 58 and 88 being charged to realize emergency start. This results in shortage of torque compared to general operation for start realized by using the two motors, but this satisfactorily fulfills a function for emergency purposes in response to exhaustion of the batteries 58 and 88. Here, the odd-numbered stage motor 56 in the odd-numbered stage shift mechanism 30 is used for start, and the even-numbered stage shift mechanism 60 is used for charge. However, start and charge may certainly be realized in the opposite way.

If both the batteries 58 and 88 are broken, for further emergency purposes, the odd-numbered stage mechanical clutch 50 may be engaged to make the “first speed engaged condition,” and at the same time, the even-numbered stage mechanical clutch 80 may be engaged to make the “second speed engaged condition” as shown in FIG. 17. Then, while both the odd-numbered stage main clutch 34 and the even-numbered stage main clutch 64 in a halfway condition are caused to slip, the power of the engine 2 may be transmitted to the output shaft 92, thereby making start. Departure of a dump truck and the like requires transmission of commensurate torque. Meanwhile, using both the odd-numbered stage main clutch 34 and the even-numbered stage main clutch 64 at the same time can reduce a load to be placed on each of the main clutches 34 and 64 by half, thereby realizing compact sizes of the main clutches 34 and 64.

As described above, in the transmission 1 of the present embodiment employing the twin-clutch type shift mechanisms, the motor power mechanism 20 includes the odd-numbered stage motor 56 for the odd-numbered stages and the even-numbered stage motor 86 for the even-numbered stages. This realizes synchronization control of the mechanical clutches with the motors 56 and 86. As a result, a synchromesh or a wet type multiple disc clutch dedicated to synchronization becomes unnecessary. Further, synchronization promptly made by the motors 56 and 86 realizes prompt shift-up and shift-down. Using the two motors 56 and 86 also allows size reduction of each of the motors. In addition, substantially complete synchronization is realized by the motors, allowing the mechanical clutches to engage the transmission shafts 40 and 70 and corresponding shift gear trains. Idling loss generated by the mechanical clutches during a disengaged condition is remarkably smaller than that generated by a wet type multiple disc clutch, so that transmission efficiency determined during operation is enhanced considerably.

In addition, in the transmission 1, high-torque operation for start (backward motion) is allowed by using the motors 56 and 86 effectively. This eliminates the need to provide the engine 2 with a torque converter. Accordingly, transmission loss by a torque converter during low-speed operation will not occur, making it possible to enhance transmission efficiency. Even if lockup is achieved during high-speed operation, use

of a torque converter generates internal loss due to collision of oil in the converter with an impeller. However, the transmission 1 does not require a torque converter in the first place, making it possible to enhance transmission efficiency during high-speed operation. In addition, the transmission 1 includes wet type multiple disc clutches only at two places (as the main clutches 34 and 64). Further, even if one of these two wet type multiple disc clutches is in the “disengaged condition,” idling loss can be made small because of a small difference in rotation between the input and output thereof. Additionally, generation of heat at the wet type multiple disc clutches is suppressed, thereby eliminating the need for a radiator for cooling of oil. This leads to enhancement of durability of each of the wet type multiple disc clutches.

Making a torque converter unnecessary can reduce the overall length of the transmission 1 significantly. In addition, a motor can be used during start that requires high torque. This eliminates the need for transmission of the power of the engine 2 through the odd-numbered stage and even-numbered stage main clutches 34 and 64, and accordingly, the capacities of the odd-numbered stage and even-numbered stage main clutches 34 and 64 can be reduced. This can also realize compact size of the transmission 1.

Even if the batteries 58 and 88 are completely exhausted, the transmission 1 makes one of the odd-numbered stage and even-numbered stage shift mechanisms 30 and 60 charge the batteries 58 and 88 by using the power of the engine 2, and makes the other of the odd-numbered stage and even-numbered stage shift mechanisms 30 and 60 to make start with a motor. Accordingly, these features unique to the twin-clutch type are reasonably used to allow reliable operation for start.

In addition, the transmission 1 can assist the power of the engine 2 by using the motors 56 and 86, making it possible to enhance acceleration performance. For example, shortage of torque of the engine 2 to be generated during uphill move and the like can be compensated for by assistance with the motors 56 and 86. As a result, the capacity of the engine 2 can be reduced.

Further, the transmission 1 makes the two motors 56 and 86 activate the regenerative brake, allowing efficient recovery of energy. The transmission 1 can also make the two motors 56 and 86 regenerate the redundant energy of the engine 2 efficiently during stable running at the seventh or eighth speed, making it possible to enhance fuel efficiency.

Still further, as a result of provision of the two batteries 58 and 88, the transmission 1 can continue running with one of the batteries in the case of breakdown of the other battery. Even if both the batteries 58 and 88 are broken, the engine 2 realizes start while the main clutches 34 and 64 are each placed in a halfway engaged condition, meaning that the transmission 1 can respond to an emergency flexibly.

In addition, the transmission 1 can operate the actuator 98 for external work using the motors 56 and 86. Accordingly, work to be conducted while vehicle is stopped is driven electrically, making it possible to reduce noise during the work. For example, in order to bring a loading platform or a crane up with a hydraulic motor during nighttime hours, for example, use of a motor as a driving source allows work to be performed quietly. In order to bring the loading platform or the crane down, the potential energy thereof is transmitted through the hydraulic motor to the motors 56 and 88, thereby allowing regeneration of the potential energy.

Further, in the transmission 1, adjacent shift gear trains such as the first-speed shift gear train 41 and the second-speed shift gear train 72 have substantially the same gear ratio. This allows the first-speed shift gear train 41 and the second-speed shift gear train 72 to use the same shift gears, or to share the

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shift gear of the output shaft **92**. While the transmission **1** has an eight-stage structure, sharing of a shift gear makes the size in the directions of the shafts be substantially a level corresponding to four stages, allowing significant size reduction of the transmission **1**. As a matter of course, the transmission **1** may also be of a structure placing high priority to a speed ratio in which a shift gear is not shared.

Additionally, in the present embodiment, the ratio of rotation of the even-numbered stage transmission shaft **70** to the rotation of odd-numbered stage transmission shaft **40**, namely a proportion (ratio) between the ratio of rotation of the odd-numbered stage transmission gear train **32** and that of the even-numbered stage transmission gear train **62**, is substantially the same as the interstage ratio of 1.289. As a result, shift gear trains in adjacent shift stages such as the first-speed shift gear train **41** and the second-speed shift gear train **72** can have substantially the same gear ratio as described above. The reason therefor is that a target interstage ratio can be maintained by the ratio of rotation of the odd-numbered stage transmission gear train **32** and that of the even-numbered stage transmission gear train **62** (corresponding to the interstage ratio). A ratio between the gear ratio of the second-speed shift gear train **72** and that of the third-speed shift gear train **43** is set at a value (1.66) corresponding substantially to the square of the interstage ratio (1.289). These settings allow simplified control during shift or switch between shifts.

For example, in the present embodiment, synchronization between the first odd-numbered stage shift gear train **41** and the second even-numbered stage shift gear train **72** during upshift or downshift therebetween can be made by causing the odd-numbered stage transmission shaft **40** and the even-numbered stage transmission shaft **70** to rotate at the same speed. This also applies to the cases between the third odd-numbered stage shift gear train **43** and the fourth even-numbered stage shift gear train **74**, between the fifth odd-numbered stage shift gear train **45** and the sixth even-numbered stage shift gear train **76**, and between the seventh odd-numbered stage shift gear train **47** and the eighth even-numbered stage shift gear train **78**. Also, synchronization between the second even-numbered stage shift gear train **72** and the third odd-numbered stage shift gear train **43** during upshift or downshift therebetween can be made by causing the odd-numbered stage transmission shaft **40** and even-numbered stage transmission shaft **70** to rotate at a ratio corresponding to a value that is close to the square of the interstage ratio. This also applies to the cases between the fourth even-numbered stage shift gear train **74** and the fifth odd-numbered stage shift gear train **45**, and between the sixth even-numbered stage shift gear train **76** and the seventh odd-numbered stage shift gear train **47**.

Accordingly, if speeds of rotation $a1$ and $a2$ of an engine determined before and after upshift, and speeds of rotation $b1$ and $b2$ of the engine determined before and after downshift are set at substantially the constant speeds in all speed stages, the odd-numbered stage transmission shaft **40** and the even-numbered stage transmission shaft **70** are allowed to rotate at substantially the constant speeds of rotation in all the speed stages during upshift and downshift as shown in FIG. **18**. This simplifies synchronization control when a speed stage is switched, making it possible to shorten time for shift. Synchronization can be made during switching between speed stages only by using DC motors as the odd-numbered stage motor **56** and the even-numbered stage motor **86** in the motor power mechanism **20**, and by controlling voltages at two voltage values for upshift and downshift respectively, for example. As a result, an inverter used for motor control can be omitted.

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[First Modification of First Embodiment]

FIG. **19** shows a modification of the transmission **1** of the first embodiment. In this transmission **1**, the odd-numbered stage motor **56** and the even-numbered stage motor **86** in the motor power mechanism **20** have different capacities. In particular, the capacity of the odd-numbered stage motor **56** is made higher than that of the even-numbered stage motor **86**. The even-numbered stage motor **86** is responsible only for operation for synchronization during switching between speed stages. Meanwhile, the odd-numbered stage motor **56** is responsible for operation for start, operation for assisting an engine, operation for activating a regenerative brake, and operation for engine regeneration in addition to the operation for synchronization.

As shown in FIG. **19**, for start, the even-numbered stage mechanical clutch **50** is engaged to make the “first speed engaged condition” while the transmission **1** is stopped, and the odd-numbered stage motor **56** is caused to rotate, thereby realizing start. The capacity of the odd-numbered stage motor **56** is determined such that it can obtain torque sufficient for start by itself, thereby allowing start by high-torque drive.

Further, for the operation for activating the regenerative brake and for the operation for engine regeneration, any one of the odd-numbered stages is brought into the “engaged condition” as shown in FIG. **20**. Then, the redundant power or redundant inertial force of the engine **2** is transmitted to the odd-numbered stage motor **56** having a high capacity, thereby regenerating the redundant power or inertial force for charge. Such active use of the high-capacity odd-numbered stage motor **56** in the operation for regeneration makes it possible to enhance regeneration efficiency.

Further, for rapid acceleration during operation at the second speed with the engine **2**, the odd-numbered stage mechanical clutch **50** is engaged to bring the first speed in an engaged condition simultaneously as shown in FIG. **21**. Then, the odd-numbered stage motor **56** is driven to realize power assist. As a result, the torque of the engine **2** is compensated for by the high-capacity odd-numbered stage motor **56** during operation in an even-numbered stage, thereby allowing rapid acceleration. Further, only drive of the odd-numbered stage motor **56** can certainly realize power assist to compensate for the torque of the engine **2** during operation in an odd-numbered stage.

[Second Modification of First Embodiment]

FIG. **22** shows a second modification of the transmission **1** of the first embodiment. In this transmission **1**, the capacity of the odd-numbered stage motor **56** is higher than that of the even-numbered stage motor **86** in the motor power mechanism **20**. Further, the motor power mechanism **20** includes a gear train **54A** for an odd-numbered stage motor and provided to the odd-numbered stage transmission shaft **40**, and an odd-numbered stage motor clutch **54B** for selectively engaging the odd-numbered stage motor **56** and the odd-numbered stage transmission shaft **40**. The odd-numbered stage motor **56** is juxtaposed to the engine **2**. The odd-numbered stage motor clutch **54B** is arranged next to the odd-numbered stage main clutch **34**.

The high-capacity odd-numbered stage motor **56** generates large idling loss while it is not used. The idling loss of the odd-numbered stage motor **56** is generally prevented by releasing the odd-numbered stage motor clutch **54B**. If the odd-numbered stage motor **56** is used for operation for synchronization or operation for regeneration during switching between speed stages, the odd-numbered stage motor clutch **54B** is engaged. This can enhance the efficiency of power transmission. In addition, in this transmission **1**, placing the

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high-capacity odd-numbered stage motor **56** in juxtaposition to the engine **2** allows the compact size of the transmission **1** in the direction of the shafts.

The specifications of the odd-numbered stage motor clutch **54B** are not limited. A wet type multiple disc clutch or a mechanical clutch may be employed as the odd-numbered stage motor clutch **54B**.

[Second Embodiment]

FIG. **23** shows a transmission **1** of a second embodiment. The structure of this transmission **1** is the same as that of the transmission **1** of the first embodiment except for the motor power mechanism **20**. Accordingly, the motor power mechanism **20** is mainly described here in detail.

The motor power mechanism **20** includes a common synchronization motor **22**, a gear train **54A** for an odd-numbered stage motor and provided to the odd-numbered stage transmission shaft **40**, an odd-numbered stage motor clutch **54B** for selectively engaging the common synchronization motor **22** and the odd-numbered stage transmission shaft **40**, a gear train **84A** for an even-numbered stage motor and provided to the even-numbered stage transmission shaft **70**, and an even-numbered stage motor clutch **84B** for selectively engaging the common synchronization motor **22** and the even-numbered stage transmission shaft **70**. Unlike the first embodiment, this can cause both the odd-numbered stage transmission shaft **40** and the even-numbered stage transmission shaft **70** to rotate by using one common synchronization motor **22**.

By way of example, in order to make start while the transmission **1** is stopped, the odd-numbered stage mechanical clutch **50** is engaged to make the “first speed engaged condition,” and at the same time, the odd-numbered stage motor clutch **54B** is engaged to cause the common synchronization motor **22** to rotate as shown in FIG. **24**. As a result, the power of the common synchronization motor **22** is transmitted to the output shaft **92** to allow start by high-torque drive.

Further, as shown in FIG. **25**, for shift-up to the second speed during running with an engine at the first speed, the odd-numbered stage motor clutch **54B** is released and the even-numbered stage motor clutch **84B** is engaged, thereby making the common synchronization motor **22** control synchronization of the even-numbered stage transmission shaft **70**. This engages the even-numbered stage mechanical clutch **80**, so that the “second speed engaged condition” can be made. As a result, preparations for shift-up to the second speed are completed.

For activation of a regenerative brake or regeneration of the power of the engine **2**, the odd-numbered stage motor **54B** or the even-numbered stage motor clutch **84B** is engaged to transmit the redundant power or inertial force of the engine **2** to the common synchronization motor **22** for regeneration.

Further, for rapid acceleration during the operation at the second speed with the engine **2**, for example, the even-numbered stage motor clutch **84B** is engaged and the common synchronization motor **22** is driven to assist power as shown in FIG. **26**. This makes the high-capacity common synchronization motor **22** compensate for the torque of the engine **2**, thereby allowing rapid acceleration.

Idling loss to be generated when the common synchronization motor **22** is stopped can be prevented by releasing both the odd-numbered stage motor clutch **54B** and the even-numbered stage motor clutch **84B**.

[Third Embodiment]

FIG. **27** shows a transmission **1** according to a third embodiment. The structure of this transmission **1** is the same as that of the transmission **1** of the first embodiment except for the motor power mechanism **20** and a synchronization shift mechanism **200** described later. Accordingly, the motor

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power mechanism **20** and the mechanical synchronization mechanism **200** are mainly described here in detail.

The motor power mechanism **20** includes an odd-numbered stage motor **56**, a gear train **54A** for an odd-numbered stage motor and provided to the odd-numbered stage transmission shaft **40**, and an odd-numbered stage motor clutch **54B** for selectively engaging the odd-numbered stage motor **56** and the odd-numbered stage transmission shaft **40**. The odd-numbered stage motor **56** is used not for the purpose of synchronization, but for the purposes of assisting power for the engine **2** and achieving regeneration.

The synchronization shift mechanism **200** provides synchronization between the odd-numbered stage shift mechanism **30** and the even-numbered stage shift mechanism **60** during gear shift. The synchronization shift mechanism **200** includes a first synchronization gear train **210** and a second synchronization gear train **220**. The first synchronization gear train **210** selectively engages the odd-numbered stage transmission shaft **40** and the even-numbered stage transmission shaft **70** such that the odd-numbered stage transmission shaft **40** and the even-numbered stage transmission shaft **70** rotate at a first ratio of rotation. More specifically, the first synchronization gear train **210** includes a first synchronization clutch **212** provided to the odd-numbered stage transmission shaft **40**, a first odd-numbered stage synchronization gear **214** coupled to the first synchronization clutch **212**, a first intermediate synchronization gear **216** provided to the output shaft **92** such that the first intermediate synchronization gear **216** is freely rotatable relative to the output shaft **92** while being in meshing engagement with the first odd-numbered stage synchronization gear **214**, and a first even-numbered stage synchronization gear **218** fixed to the even-numbered stage transmission shaft **70** while being in meshing engagement with the first intermediate synchronization gear **216**. In the present embodiment, the first odd-numbered stage synchronization gear **214** and the first even-numbered stage synchronization gear **218** have the same number of teeth. Accordingly, the first ratio of rotation is “substantially 1.” Thus, once the first synchronization clutch **212** is connected, the odd-numbered stage transmission shaft **40** and the even-numbered stage transmission shaft **70** rotate at the same speed.

The second synchronization gear train **220** selectively engages the odd-numbered stage transmission shaft **40** and the even-numbered stage transmission shaft **70** such that the odd-numbered stage transmission shaft **40** and the even-numbered stage transmission shaft **70** rotate at a second ratio of rotation. More specifically, the second synchronization gear train **220** includes a second synchronization clutch **222** provided to the even-numbered stage transmission shaft **70**, a second even-numbered stage synchronization gear **224** coupled to the second synchronization clutch **222**, a second large-diameter intermediate synchronization gear **226A** provided to the output shaft **92** such that the second large-diameter intermediate synchronization gear **226A** is freely rotatable relative to the output shaft **92** while being in meshing engagement with the second even-numbered stage synchronization gear **224**, a second small-diameter intermediate synchronization gear **226B** coaxially coupled to the second large-diameter intermediate synchronization gear **226A** and having a smaller number of teeth than the second large-diameter intermediate synchronization gear **226A**, and a second odd-numbered stage synchronization gear **228** fixed to the odd-numbered stage transmission shaft **40** while being in meshing engagement with the second small-diameter intermediate synchronization gear **226B**. In the present embodiment, the second ratio of rotation is different from the first ratio of rotation. More specifically, the second ratio of rota-

tion is the same as a value that is “close to the square of an interstage ratio” between the first to eighth speeds. The synchronization shift mechanism accelerates (or decelerates) the idling (or stopped) odd-numbered stage transmission shaft (or even-numbered stage transmission shaft) to the number of rotations for synchronization. Meanwhile, this acceleration (deceleration) is achieved only by inertial force. Thus, the synchronization shift mechanism can be composed of a small-capacity gear and a small-capacity clutch, allowing the compact size thereof. The first synchronization clutch **212** and the second synchronization clutch **222** are engaged with each other while generating a difference in rotation therebetween. Accordingly, wet type multiple disc clutches are used as the first and second synchronization clutches **212** and **222**.

For synchronization between the input gear of the second-speed shift gear train **72** and the even-numbered stage transmission shaft **70** during running with an engine at the first speed, for example, the first synchronization gear train **210** of the synchronization shift mechanism **200** is engaged as shown in FIG. **27** to forcibly make the odd-numbered stage transmission shaft **40** and the even-numbered stage transmission shaft **70** rotate at the same speed (at a ratio of 1). This provides synchronization between the rotation of the even-numbered stage transmission shaft **70** and the rotation of the second-speed shift gear train **72**, so that the even-numbered stage mechanical clutch **80** can be engaged to make the “second speed engaged condition.” Accordingly, preparations for shift-up to the second speed are completed.

Also for example, for synchronization between the input gear of the third-speed shift gear train **43** and the odd-numbered stage transmission shaft **40** during running with the engine at the second speed, the second synchronization gear train **220** of the synchronization shift mechanism **200** is engaged as shown in FIG. **28** to forcibly make the odd-numbered stage transmission shaft **40** and the even-numbered stage transmission shaft **70** rotate at a ratio (about 1.66) corresponding to the square of the aforementioned interstage ratio. This provides synchronization between the rotation of the odd-numbered stage transmission shaft **40** and the rotation of the third-speed shift gear train **43**, so that the odd-numbered stage mechanical clutch **50** can be engaged to make the “third speed engaged condition.” Accordingly, preparations for shift-up to the third speed are completed.

In the third embodiment, use of the synchronization shift mechanism **200** realizes mechanical conversion of the speed stages. This allows the odd-numbered stage motor **56** to be dedicated to assisting the engine **2** and regenerating power. In particular, even during running with an engine in an even-numbered stage, engaging the synchronization shift mechanism **200** allows the odd-numbered stage motor **56** to assist power and regenerate power.

A large dump truck is shown as an example of the use of the transmission **1** of the present embodiments. However, the use of the transmission **1** is not specifically limited, but the transmission **1** may be used for various applications such as a bus, a truck, an automobile, a construction machine, and a diesel railcar.

The transmission of the present invention is not limited to the embodiments described above, but can certainly be changed in various ways without departing from the gist of the present invention. For example, the transmission of the invention also covers an embodiment where motors are provided at the respective axial ends of first and second input shafts of Japanese Patent Application Laid-Open No. 2003-269592.

The twin-clutch type hybrid transmission of the invention can be used for various purposes relating to power transmission.

The invention claimed is:

1. A twin-clutch type hybrid transmission, characterized by comprising:

an input shaft to receive power of an engine;
an odd-numbered stage shift mechanism to which rotation of the input shaft is transmitted;
an even-numbered stage shift mechanism to which the rotation of the input shaft is transmitted;
a motor power mechanism for applying power of a motor to at least one of the odd-numbered stage shift mechanism and the even-numbered stage shift mechanism; and
an output mechanism to which power of the odd-numbered stage shift mechanism and power of the even-numbered stage shift mechanism are transmitted, and characterized in that the odd-numbered stage shift mechanism includes:

an odd-numbered stage transmission gear train for transmitting the rotation of the input shaft;
an odd-numbered stage main clutch for selectively transmitting power of the odd-numbered stage transmission gear train to an odd-numbered stage transmission shaft;
an odd-numbered stage shift gear train provided to the odd-numbered stage transmission shaft, for transmitting rotation to the output mechanism; and
an odd-numbered stage mechanical clutch for selectively engaging the odd-numbered stage shift gear train and the odd-numbered stage transmission shaft, and in that the even-numbered stage shift mechanism includes:
an even-numbered stage transmission gear train for transmitting the rotation of the input shaft;
an even-numbered stage main clutch for selectively transmitting power of the even-numbered stage transmission gear train to an even-numbered stage transmission shaft;
an even-numbered stage shift gear train provided to the even-numbered stage transmission shaft, for transmitting rotation to the output mechanism; and
an even-numbered stage mechanical clutch for selectively engaging the even-numbered stage shift gear train and the even-numbered stage transmission shaft, and
in that the motor power mechanism includes
an odd-numbered stage motor for transmitting power to the odd-numbered stage transmission shaft, and
an even-numbered stage motor for transmitting power to the even-numbered stage transmission shaft.

2. The twin-clutch type hybrid transmission according to claim 1, characterized in that the odd-numbered stage motor controls the rotation of the odd-numbered stage transmission shaft to provide synchronization with the odd-numbered stage mechanical clutch, and

the even-numbered stage motor controls the rotation of the even-numbered stage transmission shaft to provide synchronization with the even-numbered stage mechanical clutch.

3. The twin-clutch type hybrid transmission according to claim 1, characterized in that the odd-numbered stage motor and the even-numbered stage motor have different capacities.

4. The twin-clutch type hybrid transmission according to claim 3, characterized in that at least one of the odd-numbered stage motor and the even-numbered stage motor having a higher capacity selectively transmits power to the odd-numbered stage transmission shaft or the even-numbered stage transmission shaft through a motor clutch.

5. The twin-clutch type hybrid transmission according to claim 3, characterized in that start is made by transmitting power of at least one of the odd-numbered stage motor and the even-numbered stage motor having a higher capacity to the output shaft.

6. The twin-clutch type hybrid transmission according to claim 3, characterized in that a regenerative brake is activated by at least one of the odd-numbered stage motor and the even-numbered stage motor having a higher capacity.

7. The twin-clutch type hybrid transmission according to 3, characterized in that the power of the engine is regenerated by at least one of the odd-numbered stage motor and the even-numbered stage motor having a higher capacity.

8. The twin-clutch type hybrid transmission according to claim 1, characterized by further comprising a transmission control unit for controlling transmission of the odd-numbered stage shift mechanism and the even-numbered stage shift mechanism, and characterized in that

the transmission control unit includes:

an output-side rotation sensor capable of directly or indirectly detecting the numbers of rotations of the odd-numbered stage shift gear train and the even-numbered stage shift gear train;

an odd-numbered stage synchronization controller for controlling the odd-numbered stage motor such that the number of rotations of the odd-numbered stage shift gear train and the rotation of the odd-numbered stage transmission shaft are in synchronization with each other; and

an even-numbered stage synchronization controller for controlling the even-numbered stage motor such that the number of rotations of the even-numbered stage shift gear train and the rotation of the even-numbered stage transmission shaft are in synchronization with each other.

9. The twin-clutch type hybrid transmission according to claim 8, characterized in that the transmission control unit includes a start controller for engaging both the odd-numbered stage mechanical clutch and the even-numbered stage mechanical clutch for start, and causing the odd-numbered stage motor and the even-numbered stage motor to rotate at the same time to transmit both the power of the odd-numbered stage motor and the power of the even-numbered stage motor to the output shaft.

10. The twin-clutch type hybrid transmission according to claim 8, characterized in that

the transmission control unit includes

an input-side rotation sensor capable of directly or indirectly detecting the number of rotations of the input shaft, and

a switching controller for determining a driving condition made by the engine, and stopping drive by the odd-numbered stage motor and the even-numbered stage motor.

11. The twin-clutch type hybrid transmission according to claim 8, characterized in that the transmission control unit includes a deceleration controller for engaging both the odd-numbered stage mechanical clutch and the even-numbered stage mechanical clutch, and transmitting the rotation of the output shaft to both the odd-numbered stage motor and the even-numbered stage motor, thereby activating a regenerating brake with the odd-numbered stage motor and the even-numbered stage motor.

12. The twin-clutch type hybrid transmission according to claim 8, characterized in that the transmission control unit includes an assist controller for assisting drive during accel-

eration with the engine by causing at least one of the odd-numbered stage motor and the even-numbered stage motor to rotate.

13. The twin-clutch type hybrid transmission according to claim 8, characterized in that the transmission control unit includes a regeneration controller for regenerating redundant energy with the even-numbered stage motor and the odd-numbered stage motor in the even-numbered stage shift mechanism during drive with the engine through the odd-numbered stage shift mechanism, and for regenerating redundant energy with the odd-numbered stage motor and the even-numbered stage motor in the odd-numbered stage shift mechanism during drive with the engine through the even-numbered stage shift mechanism.

14. The twin-clutch type hybrid transmission according to claim 8, characterized by including an emergency start controller for, if the remaining capacity of a battery is at a reference value or lower at the time of start, engaging either the odd-numbered stage mechanical clutch or the even-numbered stage mechanical clutch and driving an engaged one of the odd-numbered stage motor and the even-numbered stage motor to transmit power to the output shaft, and transmitting the power of the engine to a disengaged one of the odd-numbered stage motor and the even-numbered stage motor to charge the battery.

15. The twin-clutch type hybrid transmission according to claim 1, characterized by comprising an external transmission gear train for transmitting the power of the motors of the motor power mechanism, and an actuator for external work connected to the external transmission gear train.

16. A twin-clutch type hybrid transmission, characterized by comprising:

an input shaft to receive power of an engine;

an odd-numbered stage shift mechanism to which rotation of the input shaft is transmitted;

an even-numbered stage shift mechanism to which the rotation of the input shaft is transmitted;

a motor power mechanism for applying power of a motor to at least one of the odd-numbered stage shift mechanism and the even-numbered stage shift mechanism; and

an output mechanism to which power of the odd-numbered stage shift mechanism and power of the even-numbered stage shift mechanism are transmitted, and

characterized in that the odd-numbered stage shift mechanism includes:

an odd-numbered stage transmission gear train for transmitting the rotation of the input shaft;

an odd-numbered stage main clutch for selectively transmitting power of the odd-numbered stage transmission gear train to an odd-numbered stage transmission shaft;

an odd-numbered stage shift gear train provided to the odd-numbered stage transmission shaft, for transmitting rotation to the output mechanism; and

an odd-numbered stage mechanical clutch for selectively engaging the odd-numbered stage shift gear train and the odd-numbered stage transmission shaft,

in that the even-numbered stage shift mechanism includes: an even-numbered stage transmission gear train for transmitting the rotation of the input shaft;

an even-numbered stage main clutch for selectively transmitting power of the even-numbered stage transmission gear train to an even-numbered stage transmission shaft;

an even-numbered stage shift gear train provided to the even-numbered stage transmission shaft, for transmitting rotation to the output mechanism; and

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an even-numbered stage mechanical clutch for selectively engaging the even-numbered stage shift gear train and the even-numbered stage transmission shaft, and in that the motor power mechanism includes:

a common synchronization motor;
an odd-numbered stage motor clutch for selectively engaging the common synchronization motor and the odd-numbered stage transmission shaft; and
an even-numbered stage motor clutch for selectively engaging the common synchronization motor and the even-numbered stage transmission shaft.

17. The twin-clutch type hybrid transmission according to claim 16, characterized in that start is made by transmitting the power of the common synchronization motor to the output shaft.

18. The twin-clutch type hybrid transmission according to claim 16, characterized in that the common synchronization motor activates a regenerative brake.

19. The twin-clutch type hybrid transmission according to claim 16, characterized in that the common synchronization motor regenerates the power of the engine.

20. The twin-clutch type hybrid transmission according to claim 16, characterized in that the common synchronization motor is caused to rotate during acceleration with the engine to assist drive.

21. A twin-clutch type hybrid transmission, characterized by comprising:

an input shaft to receive power of an engine;
an odd-numbered stage shift mechanism to which rotation of the input shaft is transmitted;
an even-numbered stage shift mechanism to which the rotation of the input shaft is transmitted;
a motor power mechanism for applying power of a motor to at least one of the odd-numbered stage shift mechanism and the even-numbered stage shift mechanism; and
an output mechanism to which power of the odd-numbered stage shift mechanism and power of the even-numbered stage shift mechanism are transmitted, and
characterized in that the odd-numbered stage shift mechanism includes:
an odd-numbered stage transmission gear train for transmitting the rotation of the input shaft;
an odd-numbered stage main clutch for selectively transmitting power of the odd-numbered stage transmission gear train to an odd-numbered stage transmission shaft;
an odd-numbered stage shift gear train provided to the odd-numbered stage transmission shaft, for transmitting rotation to the output mechanism; and
an odd-numbered stage mechanical clutch for selectively engaging the odd-numbered stage shift gear train and the odd-numbered stage transmission shaft,
in that the even-numbered stage shift mechanism includes:
an even-numbered stage transmission gear train for transmitting the rotation of the input shaft;
an even-numbered stage main clutch for selectively transmitting power of the even-numbered stage transmission gear train to an even-numbered stage transmission shaft;
an even-numbered stage shift gear train provided to the even-numbered stage transmission shaft, for transmitting rotation to the output mechanism; and
an even-numbered stage mechanical clutch for selectively engaging the even-numbered stage shift gear train and the even-numbered stage transmission shaft, and
in that an interstage ratio between adjacent speed stages is set at a substantially constant value.

22. The twin-clutch type hybrid transmission according to claim 21, characterized in that gear ratios of the odd-num-

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bered stage transmission gear train and the even-numbered stage transmission gear train are determined such that a ratio of rotation of the even-numbered stage transmission shaft to rotation of the odd-numbered stage transmission shaft is substantially the same as the interstage ratio.

23. The twin-clutch type hybrid transmission according to claim 22, characterized in that the odd-numbered stage shift gear train and the even-numbered stage shift gear train have substantially the same gear ratio at least between some adjacent ones of shift stages, and that the odd-numbered stage shift gear train and the even-numbered stage shift gear train share a gear of the output mechanism.

24. A twin-clutch type hybrid transmission, characterized by comprising:

an input shaft to receive power of an engine;
an odd-numbered stage shift mechanism to which rotation of the input shaft is transmitted;
an even-numbered stage shift mechanism to which the rotation of the input shaft is transmitted;
a motor power mechanism for applying power of a motor to at least one of the odd-numbered stage shift mechanism and the even-numbered stage shift mechanism;
an output mechanism to which power of the odd-numbered stage shift mechanism and power of the even-numbered stage shift mechanism are transmitted; and
a synchronization shift mechanism for mechanically providing synchronization between the odd-numbered stage shift mechanism and the even-numbered stage shift mechanism during gear shift, and

characterized in that the odd-numbered stage shift mechanism includes:

an odd-numbered stage transmission gear train for transmitting the rotation of the input shaft;
an odd-numbered stage main clutch for selectively transmitting power of the odd-numbered stage transmission gear train to an odd-numbered stage transmission shaft;
an odd-numbered stage shift gear train provided to the odd-numbered stage transmission shaft, for transmitting rotation to the output mechanism; and
an odd-numbered stage mechanical clutch for selectively engaging the odd-numbered stage shift gear train and the odd-numbered stage transmission shaft,
in that the even-numbered stage shift mechanism includes:
an even-numbered stage transmission gear train for transmitting the rotation of the input shaft;
an even-numbered stage main clutch for selectively transmitting power of the even-numbered stage transmission gear train to an even-numbered stage transmission shaft;
an even-numbered stage shift gear train provided to the even-numbered stage transmission shaft, for transmitting rotation to the output mechanism; and
an even-numbered stage mechanical clutch for selectively engaging the even-numbered stage shift gear train and the even-numbered stage transmission shaft,
in that the synchronization shift mechanism includes:
a first synchronization gear train for engaging the odd-numbered stage transmission shaft and the even-numbered stage transmission shaft such that the odd-numbered stage transmission shaft and the even-numbered stage transmission shaft rotate at a first ratio of rotation;
a first synchronization clutch for selecting engagement made by the first synchronization gear train;
a second synchronization gear train for engaging the odd-numbered stage transmission shaft and the even-numbered stage transmission shaft such that the odd-num-

bered stage transmission shaft and the even-numbered stage transmission shaft rotate at a second ratio of rotation; and
a second synchronization clutch for selecting engagement made by the second synchronization gear train, and 5
in that the odd-numbered stage shift mechanism and the even-numbered stage shift mechanism come into synchronization with each other while the first synchronization gear train and the second synchronization gear train are selectively engaged, thereby realizing shift-up 10 or shift-down.

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